# RAILROAD

680964 LNE B0352H99 NOV79 0 R
HARLAN K LANE 08
GRAVELY RD 4
BOX 352 R 2
KINGSPORT TN 37660

AUG

MAGAZINE
95 CENTS

J. Edgar Smith Tells How He Helped to Design

# SUPER-POWER STEAM LOCOMOTIVES

# Tomorrow morning, look at your double-edge.

# If the razor says Gillette, the blade should say Gillette.

In fact, your razor almost has to say Gillette. Because more than 9 out of 10 double-edge guys use Gillette razors.

But Gillette razors were designed to have Gillette blades. Because we make our blades to match our razor. To make a shave others try to match.

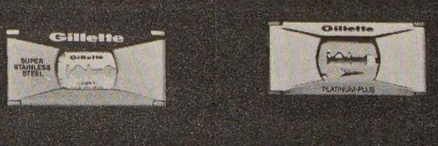
Gillette Super Stainless or longer-lasting Platinum-Plus® blades. No blades shave smoother. No blades shave closer. And even if you use the cheapest double-edge around, the most you save is about a nickel a week. That's probably why more men use Gillette than all other double-edge blades combined.

So take a look tomorrow morning. Look at your razor. Look at your blade. Then look at your mirror.

**If you don't have the blades, you don't have the shave.**

**Gillette** SUPER STAINLESS

**Gillette** PLATINUM-PLUS




© The Gillette Company, Boston, Mass.

# RAILROAD MAGAZINE

*Adventurous Railroading and Rail Hobbies—Founded 1906*

VOL. 96, No. 4, AUGUST 1974

95 CENTS



**FREEMAN HUBBARD**
EDITOR

**GORTON T. H. WILBUR**
ASSOCIATE EDITOR

**MICHAEL A. EAGLESON**
STEAM LOCOMOTIVES

**JIM EDMONSTON**
DIESEL LOCOMOTIVES

**BARBARA KREIMER**
INFORMATION BOOTH

**STEVE MAGUIRE**
TRANSIT TOPICS

**SY REICH**
TECHNICAL EDITOR

**ALBERT HERSKOVITS**
LONDON, ENGLAND

---

**HARRY C. EGNER,** PUBLISHER
**BILL BALGLEY,** ADVERTISING MANAGER
**ROBERT SMREK,** PRODUCTION MANAGER
**JOSEPH MUCCIGROSSO,** SUBSCRIPTION MANAGER

---



**CHANGE OF ADDRESS: POSTMASTER—Please mail Form 3579 notices to: RAILROAD, Portland Place, Boulder, Colo. 80302**


## FEATURES and STORIES


**Remember Those Days?**
**by Freeman Hubbard** ..... **10**
**The Thousand-Miler, by John Johns** ..... **11**
**Photographs of the Month** ..... **14**
**Super-Power Steam Locomotives**
**by J. Edgar Smith** ..... **24**
**Interesting Railfans 140: John R. Taibi**
**by Freeman Hubbard** ..... **33**
**The Most Exciting Day in My Life**
**by S. C. M. Theisen** ..... **38**
**Passenger Train Survey** ..... **40**
**New Hampshire Short Lines, by Sy Reich** .. **55**
**Nebraska Short Lines, by Sy Reich** ..... **55**


## DEPARTMENTS


**The Mail Car** ..... **2**
**Trackside in the Diesel Age** . **43**
**Transit Topics** ..... **47**
**In Search of Steam** ..... **51**
**Information Booth** ..... **56**
**The Hobby Club** ..... **59**
**Books of the Rails** ..... **60**
**The Switch List** ..... **62**
**Coming Events** ..... **64**
**Pen Pals Wanted** ..... **64**

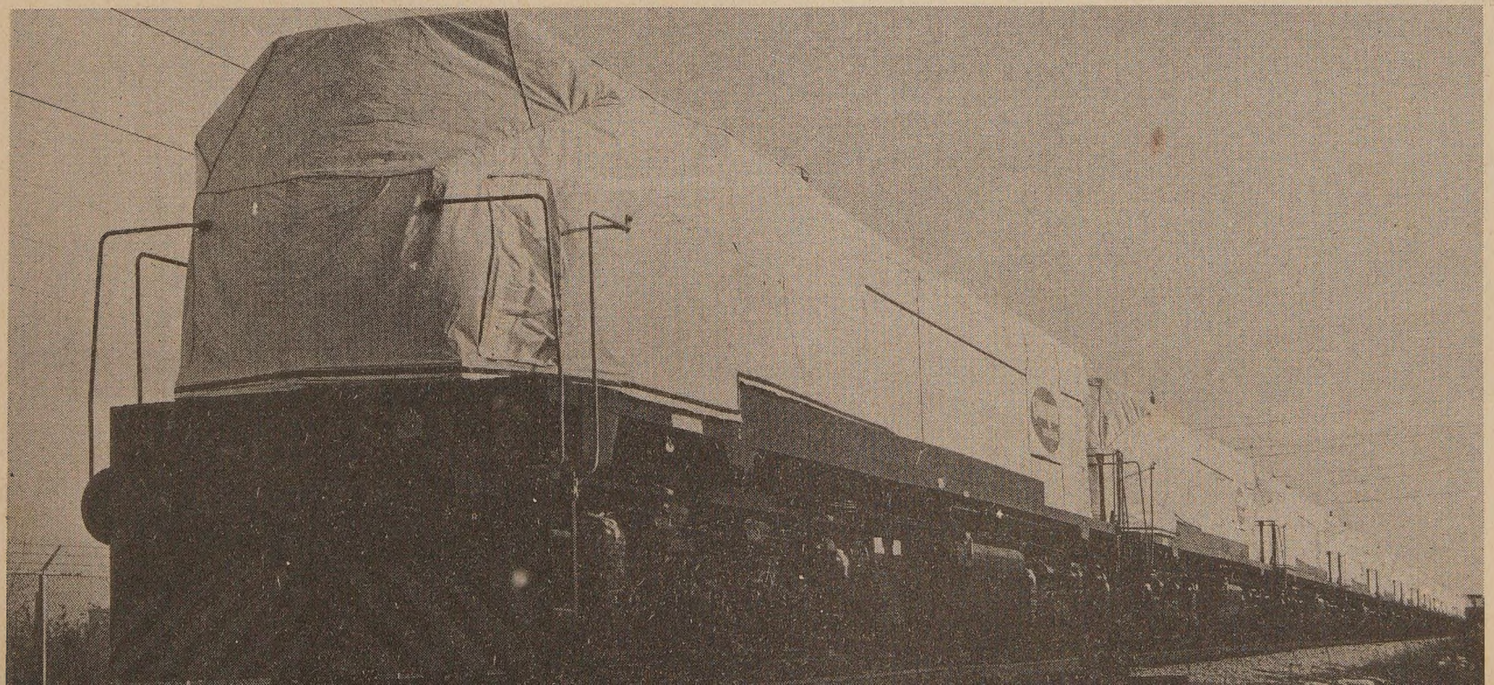


RAILROAD MAGAZINE is published monthly by Popular Publications, Inc., 420 Lexington Ave., New York, N.Y. 10017. Second-class postage paid at New York and additional mailing offices.


Copyright © 1974 by Popular Publications, Inc., under Universal, International and Pan-American Copyright Conventions. All rights reserved, including the right of reproduction, in whole or in part, in any form.


Single copy 95¢. Subscription in U.S.A.: one year $9, two years $15. Elsewhere: one year $10, two years $16. Title registered in U.S. Patent Office. Send all subscriptions and renewals to Railroad Magazine, Portland Place, Boulder, Colo. 80302. Address other mail to 420 Lexington Ave., New York, N.Y. 10017. Printed in U.S.A. Please query the editor before submitting manuscripts. We exercise care in handling unsolicited material, but assume no responsibility for its return.


**These sheeted ghosts are a shipment of road freight locomotives for Yugoslav State Rys. at Electro-Motive Div. of Gen. Motors, McCook, Ill. Rated at 3,000/3,300-hp, these 6-axle, 6-motor model GT-26 standard gage units will be the most powerful locos operating on Yugoslav Rys. They are part of 124 being built by GM, one of largest ever engine exports.**



**CP Rail's eastbound *Canadian* climbs steep grade toward Mt. Stephen and the upper spiral tunnel in scenic Canadian Rockies at Yoho, B.C.**

W.R. Hooper, Box 1662,
Golden, B.C., Canada

# THE MAIL CAR

## where editors and readers meet

INSTEAD of folding up, as many other magazines have done in the past few years, *Railroad* is raising its price to meet the mounting costs of postage, paper, printing, etc. Surely, our readers will agree that it's much better to have a 95¢ magazine than none at all.

So, beginning with the August issue, *Railroad* sells for 95¢ a copy in this country on news-stands, at hobby shops, in rail museums, and at our office, 420 Lexington Avenue, New York, N.Y. (next door to Grand Central Terminal) 10017.

Subscription price in the U.S. is now $9 a year, only $15 for two years. (Obviously, a two-year order saves you money.) Subscription price outside of the U.S., including Canada, is $10 a year, only $16 for two years. Please do not ask to be billed. Send your check or money order in advance. All subscriptions and renewals should go to *Railroad Magazine,* Portland Place, Boulder, Colo. 80302.

Each available back issue, postpaid, sells for 95¢ regardless of age or number of copies ordered. Boulder does *not* sell old issues. They should be gotten through our New York office or *The Switch List.* In ordering back numbers, please specify alternates in case we do not have on hand all of the copies you prefer. ●

OUR COVER shows the beautiful TEE (Trans-Europe Express) train *Cisalpin* in the Valais region of southwestern Switzerland in the Alps. Walter Studer made this photo about two years ago for the Swiss Federal Railways. We used it by courtesy of Walter Bruderer, public relations director of the Swiss National Tourist Office, 608 Fifth Avenue, New York, N.Y. 10020. ●

NORFOLK & WESTERN will install 800 concrete crossties at Kumis, Va., on its Redford Division, beginning this fall, to test their durability under normal operating conditions. A dozen heavy coal trains pass through Kumis every 24 hours, each averaging 160 cars and hauling about 17,000 tons of coal. Concrete was widely used in rebuilding European railways after World War I. Like many other U.S. railroads, Norfolk & Western finds it difficult to buy hardwood ties, due to competition in the furniture and construction industries. Moreover, inflation has pushed up crosstie prices 41 percent in the past 18 months. Another factor in the concrete testing is the Federal Railroad Administration's adoption of new track safety standards, which call for doubling the number of ties laid annually. N&W's right-of-way, ninth largest in the country, has about 39 million ties under nearly 15,000 miles of track in 14 states and two Canadian provinces. The road annually lays about a million wooden ties, now costing about $9.97 apiece. ●

LOCOMOTIVE ENGINEERS from 11 southern states were urged to help defeat a bill, sponsored in Congress by the Department of Transportation, which would increase the weight and length of ponderous trucks using the nation's interstate highways.

"If the railroad industry is to survive as private enterprise, we must halt the escalation of subsidies to its competitors, especially to the big trucks moving on the highways."

This warning was sounded by Robert B. Clayton, executive vice president of the Norfolk & Western, at a regional meeting of the Brotherhood of Locomotive Engineers. He suggested that the members write letters asking their Congressmen and Senators to oppose the measure, which would raise weight limits on trucks using interstate highways from the present 73,000 pounds to 108,000 and permit the operation of twin trailer trucks. Approval of the bill could mean worse air pollution, much greater highway maintenance costs, and lower safety standards. ●

A RETIRED railroad executive handed me a copy of your April '74 issue, saying: "Here's an article which should interest you." He referred to a *Mail Car* letter in which Thomas A. Williams of West Point, Iowa, told about working on a steamboat that went to the aid of a trainload of refugees marooned in a Mississippi River flood in 1927.

I was on that train, along with my mother and two sisters! The refugees were mostly women and children, plus a few old men, all being taken to safety. It stalled in mid-afternoon, alarming the passengers. The conductor said we'd be noticed and help would come. But we stayed there all night. After daylight, someone saw a hydroplane in the distance; but apparently the pilot didn't spot us. About an hour later he returned. This time he saw us, circled several times, then landed on the water. Upon learning of our predicament, he said he'd send help but it would take some time.

Shortly before noon, that big, handsome, white steamboat smashed her way through the flooded trees. We cried with joy. The captain came aboard and talked with the train crew. Most of us hadn't eaten for several days. Steamboat crew members brought us boxes of tin plates, tin cups, knives and forks, and then big kettles of food. We ate ravenously. The boat's crew were wonderful and kind. Their engineer gave one of my sisters a doll, saying: "I fished it out of the river. It probably belonged to some little girl like you." She still has it.

At length our train managed to reach dry ground, 30 miles away; and for the rest of the trip we were never out of sight of the hydroplane. In the excitement, none of us thought to notice the boat's name or get the name of any member of the crew, although they had saved our lives. Later, we made inquiries, but in vain. Then unexpectedly your April issue gave us a lead to further information. By writing to Thomas Williams, who proved to have been the ship's engineer, I learned that a broken levee had covered the tracks with 12 feet of water and that he himself had given my sister the doll. I am very grateful to *Railroad Magazine* for having published Mr. Williams' letter, which led to our getting details of the incident—after 47 years!—Grace Smith, Memphis, Tenn. ●

THE FEDERAL Government seems bent on abandoning as much trackage as it can. For example, a preliminary report by the Secretary of Transportation describes as "nonessential" Maine Central's Mountain Division, which hugs the walls of the 4,000-foot peaks of New Hampshire's scenic White Mountains. The report urges the elimination of a 90-mile stretch between South Windham, Maine, and Quebec Junction, N.H., thus severing a CP Rail connection with northern New England shippers. Maine Central has already said it would not abandon any part of this profitable division. This is a life-line for the paper traffic, besides hauling chemicals, canned goods, and appliances. Being solvent, MC is not obligated to comply with the Federal regulations, which apparently are designed to help salvage the bankrupt Penn Central by dropping a competitive route. The report also calls for abandoning a section of Canadian National's Grand Trunk line, a second link for New England shippers with Detroit, Chicago, and western points. ●

**Kathy Tulloch of Syracuse, N.Y., smiles down from fireman's seat in the Rail City's Mogul, ex-Bath & Hammondsport No. 11, at Sandy River, N.Y., 60 miles north of Syracuse. "Champagne Trail" harks back to B&H grape vineyard route.**
Fred L. School, 111 Columbia Ave., Syracuse, N.Y. 13207

TUNNELS are a maintenance problem. Says A. Clayton Roberson, Sr., a chief structural engineer on the Chessie System: "You can repair tracks and equipment pretty fast, but if something happens to a tunnel, it can be a long time before trains run again." He is quoted in *Chessie News,* the system's monthly newspaper, as calling the tunnel gangs "the most important men on the railroad." They work 5 days a week, 12 months a year, on the C&O, B&O, and Western Maryland.

"Many tunnels have been with us for over a century," says Charles M. Diehl, engineer of bridges and building maintenance and construction. "They freeze and thaw, and time takes its toll; so we give them regular inspection and maintenance. Sometimes we can 'daylight' a tunnel, literally take the roof off and make a cut through the mountain where it used to be. When a tunnel needs major repair, we weigh the cost of that versus daylighting."

In the past 20 years, ten on the Parkersburg, W. Va., branch were daylighted to permit higher and wider loads. Chessie now has 176 tunnels. Longest of them all is the Howard St. tunnel in Baltimore, 7,341 feet. ●

VERNON DALHART recorded the following rail and hobo songs: *Casey Jones, Billy Richardson's Last Ride, The Engineer's Child, Freight Wreck at Altoona, The Engineer's Dream, In the Baggage Coach Ahead, Jim Blake, Lightning Express, The Little Red Caboose, New River Train, The Runaway Train, Wreck of Old 97, Wreck of the No. 9, Wreck of the 1256, Wreck of the Circus Train, Wreck of C&O No. 5, Wreck of the N&W Cannonball, Wreck of the Royal Palm, The Yazoo Train on the Arkansas Line, The Chain Gang Song, The Tramp, Bum Song, Bum Song No. 2, Wanderin', Who Said I Was a Bum?, Wild and Reckless Hobo, Big Rock Candy Mountains,* and *Hallelujah, I'm a Bum.* (The last two were written by the late and great "Haywire Mac." Harry McClintock, a longtime contributor to *Railroad Magazine.*) Joe Drochetz compiled this list. The old discs may be obtained though *The Switch List* or from record-hunting shops.—(Mr.) Marion Hoffman, RFD 1, Valley Center, Kan. 67147. ●

A FACTION in New York City Council is seeking to reopen the controversy over the location of a Long Island Rail Road terminal on the East Side of Manhattan despite a five-year-old Board of Estimate decision to place it at 48th Street, editorializes the *Daily News.* Local residents have objected to that site right from the beginning. Now, as then, they argue that expansion of Grand Central Terminal to house the LIRR would be cheaper, quicker, and more efficient. That solution was weighed thoroughly during the original debate, and found to be impractical then because Grand Central's capacity already is taxed to the limit, and enlargement would be costly and disruptive. ●

IS THE *ST. PAUL* the only railroad chapel car left anywhere? Built in 1914, it was donated to the Catholic Church Extension Society by Peter Kuntz of Dayton, Ohio, for use in ministering to Catholics in remote communities from New England to California far from regular churches. The *St. Paul* is 84 feet long, with a seating capacity of 70 people. A coal stove heats it in winter. It was no longer needed when rural Catholics got automobiles and began driving to churches in other communities. The car was deeded to the Great Northern Railroad to be scrapped, but was rescued by collector Charles Bovey of Montana, who restored it to original condition for permanent display on a short stretch of track outside Nevada City, Mont., a ghost town he had rebuilt. Although the car is no longer used as a chapel, he places cut flowers on the altar each week and keeps it open to all. ●

FOR MORE than a year a small criminal band used Penn Central locomotives to haul tons of tomatoes and potatoes and other produce to isolated areas of Hunts Point Market in the Bronx area of New York and surreptitiously transfer the goods to waiting station wagons.

The tightly-knit group—two security officers and five PC employees—were

"scratched" from further action when they were charged with theft of more than 8,000 pounds of potatoes and tomatoes after being apprehended the night before. The gang was nailed by detectives while removing boxes of produce from a diesel locomotive and shifting them to four nearby vehicles.

Their technique was to uncouple a loco, ease it up to a produce-loaded freight car and then, after pulling it to a remote spot, shift the produce from the freight car into the locomotive, which would promptly move on. If the thieves sensed a patrol car in the area, three short blasts on the diesel air horn would serve as a code message for everyone to lie low. When the radio car drove off, a long blast would signal "all clear." But those toots in the night gave the detectives a clue. ●

BERT LANNING'S tale in your April *Mail Car* reminded me of an event long ago when Marty Soehrmann was firing a Milwaukee Road 0-6-0 in Chicago. His yard goat would pull a loaded car out of an industrial spur and leave an empty there. The engine had to back the empty into the spur, couple onto the loaded car, run ahead, and brake a bit to handle the slack so that the brakie riding the stirrup of the loaded car could yank the pin. Then the goat would run into the clear while a shack (brakeman) on the ground threw a switch to let the loaded car roll over the lead onto the main stem. This was a flying switch, or drop. You could do it pretty easy if the yard had plenty of space to maneuver, but in this case the distances were very short, requiring fast stops and starts by expert personnel.

Marty owed his life that day to his quick-thinking engineer. If the latter had touched the brake or closed the throttle, it would have been fatal! Fortunately, he was husky. Marty was a lightweight. Hopping onto the deck, the hogger grabbed his fireman by the shoulders and yanked him into the clear. At that second the speeding yard goat nosed into an earth embankment at the end of the spur, and the slack between engine and tender ran out with a bang.—George Beater, Box 3162, Buckthorn, Mesa, Ariz. 85205. ●

## Our Monthly Newscast

STEAM-POWERED 23-mile Reader Railroad in Arkansas, closed in Sept. '72 for financial reasons, is due for a resurrection. Before you read these words, six miles of it may be alive again. According to Mayor Ed. Turner of Reader, Ark., an agreement in principle was reached by the railroad and the Little Missouri Corp., a southern Arkansas group desiring to take over and run it. If the deal went through, the corporation will have acquired the road's capital stock, mainline track, depot, passenger and freight cars, a caboose, and a locomotive. Plans were to begin almost immediate operation of the line between Reader and Woody Spur or Cummings Spring. The railroad was built in 1925, mainly because of a petroleum discovery at Waterloo.

DELAWARE & HUDSON (730 miles) has received the coveted E. H. Harriman gold medal the second consecutive year for its fine safety record —3.08 casualties per million manhours—which in 1973 was the best not only for all railroads its size but also for all U.S. roads, regardless of size.

FIRST news story covered with an airplane was a railroad wreck at Black River on Sept. 1, 1920 (who can supply details?), to which the Baltimore *Evening Sun* assigned Lt. William D. Tipton as airplane pilot and reporter.

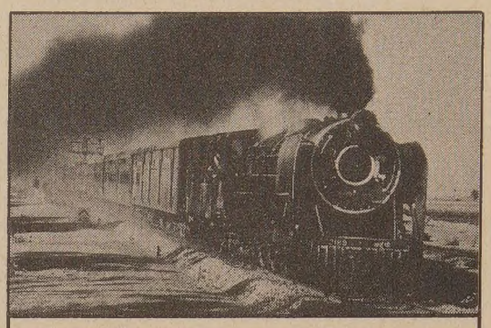
SEABOARD COAST LINE has given Union Switch & Signal Division of Westinghouse Air Brake Co. a multimillion-dollar order for a new automatic freight-classification facility for Rice Yard in Waycross, Ga. The order includes engineering-design, dual-digital computers for process control of a data link with SCL's operating information system in Jacksonville, Fla., and an LSR-100 system on four hump locomotives to provide automatic speed control from the humpmaster's console.

THE PERCENTAGE of railroad revenue paid out in loss and damage claims is down to its lowest level in 11 years, exults the Association of American Railroads, while theft claims, which had risen alarmingly, were cut by 13.5 percent. These figures for 1973 are cited as key factors in an overall reduction of $1,970,969 in claims paid by the railroad industry, despite a 10 percent rise in revenue. It was the second year in a row that total payments declined—from a record $234,476,402 in 1971 to $232,576,501 last year.

LOUISVILLE & NASHVILLE has ordered from Bethlehem Steel and Pullman-Standard 1,500 new 70-ton capacity open-top hopper cars and 500 boxcars for hauling coal, automobile parts, and general freight.

MANY new towns being built from scratch do not have access to railroads. How do you determine if their residents are living on the right or wrong side of the tracks?

FOUR geophysical contractors are seeking new sources of gas and oil energy fuels under a 2,000-mile stretch of Burlington Northern's right-of-way through the Rocky Mountains. It's a $3.5-million project, started in January and using four million acres of BN land in Montana and North Dakota.

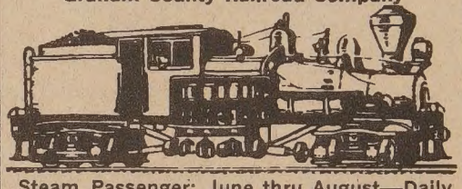



**NEW 1974 INDIA STEAM BOOK**

Scores of photos of U.S.-style steam in India taken in 1974. High quality printing, informative text, two maps.

SEND $1.00 L. T. CERNY
520 LIVINGSTON DR.
NEW LENOX, IL 60451

Ride Steam in the Smokies On The
**BEAR CREEK SCENIC RAILROAD**
The Passenger Line Of The
Graham County Railroad Company



Steam Passenger: June thru August—Daily
Sept. to Oct.—Weekends
Diesel Mixed: All Year Long—Mon. thru Fri.
Write For Brochure
**BCJ, Inc., Box 377-R, Robbinsville, NC 28771**

**CLOTH RAILROAD EMBLEMS**
**HICKORY STRIPE ENGINEER CAPS**
*SERVING:* RAILROADS—MUSEUMS—DEALERS—INDIVIDUALS—CLUBS HISTORICAL SOCIETIES
*INQUIRIES WELCOMED*
*OVER 375 DIFFERENT DESIGNS IN STOCK*
MANY FROM DEFUNCT LINES
*LIST & TWO SAMPLES EMBLEMS $1.25*

**BOSCH EMBROIDERY INC.**
P.O. BOX 8565 KANSAS CITY, MISSOURI 64114
*ORIGINATORS & MANUFACTURERS OF RAILROAD EMBLEMS SINCE 1926*

**Railfans:**
**Authentic Kero Lanterns**
For Brochure send 9-1/2x4 SAE to
MICHIANA LAMP SUPPLY CO.
Dept. A
1624 Cone Street
Elkhart, Indiana 46514

**Rare photograph of Louisiana State Pen 0-6-0 locomotive built by Lima in October, 1916. She had small drivers, 40″.**
Collection of Robert E. Percy

U.S. RAILWAY MFG. CO. will handle railcar repair and maintenance at an additional plant now being built in Junction City, Kan., the tenth of similar operations in this country serving the firm's 21,000 railcar freight-lease fleet. Construction on the 40-acre site will be completed next year. The strategic location between east- and westbound freight movement and the availability of a strong labor force are reasons given for the site selection.

NORFOLK & WESTERN will build a 7½-mile line alongside Big Creek in Pike County, Ky., to serve the new Leslie Mine being developed there. Construction will get under way this fall and be finished in early 1976.

TO HELP meet the increasing demand for rail travel due to the gasoline shortage, Amtrak has ordered 200 stainless-steel passenger cars from the Red Lion plant of Budd Co. at Troy, Michigan.

NEW YORK STATE Department of Transportation has court permission to condemn the Penn Central's Lake Placid, N.Y., line for an amount to be determined later. The 118-mile route between Remsen and Lake Placid has been the source of a tug-of-war over PC's plans to dismantle it after receiving ICC permission. ●

## Four-Footed Policemen

LONG ISLAND RAIL ROAD used to have its own bloodhounds, headed by Sheba's Bob, to help guard its property and track down criminals, but discontinued the practice long ago. Today, the Southern Pacific claims that on Nov. 1, 1969, it became the first major U.S. railroad to have guard dogs as working partners for its police officers. SP now has 23 "four-footed policemen" on duty at various points around its system and expects to increase this number in the near future.

"Besides helping us to prevent theft, these dogs protect our own employes working in yards and terminals," explains C. W. (Champ) Champlin, chief special agent. He points out that each dog works on a leash—mostly at night—with his own police officer.

"We keep the dogs under strict control at all times while on duty," he says. "They are so highly trained that they will stop instantly on command, even if a suspect is running away from them. We can give them a 'watch' command, and they will guard a suspect without allowing him to move. Their ears are so sensitive that they can hear someone tampering with a boxcar seal eight to ten car-lengths away.

"The animals are a powerful deterrent to criminal activity. With a dog's help, one of our officers recently caught four men stealing liquor from a boxcar. He was able to line them up and hold them until the city police arrived to arrest them without ever having to display his weapon. Freight-car burglaries have declined substantially in major SP yards where guard dogs have been working with our police officers."

The dogs are purchased from private individuals. Most are pedigreed German shepherds or Doberman pinschers. It takes three or four months to train a dog. The "bull" who will be his partner participates in this training and assumes complete responsibility for the dog. Both man and the dog get regular "refresher" training.

Commands are given in German so they can't be mimicked easily. The dogs must be able to climb the ladder on a diesel locomotive, jump in and out of a boxcar, walk a narrow plank, and perform other acts of agility. Dan Castleberry, assistant special agent at Oakland, Calif., works with Kurt, the Southern Pacific's first guard dog. Kurt now lives with the Castleberry family.

"My wife was apprehensive at first," Dan admits, "but Kurt has become a family pet. My three youngsters romp with him, crawl all over him, and pull his tail, and he loves it. He even curls up and goes to sleep with our tomcat."

But on duty Kurt is well disciplined. His presence adds weight to these words, often spoken by his human partner at night in the darkness of a railroad yard. "Stop! Hold it right there! This is a police officer!" ●

## Personality Parade

ROGERS E. M. Whitaker, who has ridden over 2,327,000 miles by rail—undoubtedly a world record!—has written a book on his train trips that is due for publication this fall. He is a director of the Railway & Locomotive Historical Society, an editor of *The New Yorker,* and one of our *Interesting Railfans.* An illustrated article of his appeared in last March 23rd issue of *Saturday Review: World,* entitled "Nirvana on Wheels" and blurbed: "A train trip cross-country with father was all oyster pie, Veuve Clicquot, green drawing rooms, and fresh dates with cream. Where, oh where, has it all gone?"

TETSCO SAITO, age 48, fell from a moving train in Japan and was run over by another train but suffered only minor injuries. Railway authorities said Mr. Saito, a farmer, fell between the rails of an adjacent track and was

sprawled there unconscious when another train ran over him. The engineer stopped the train and ran back to Mr. Saito, who then raised his head. He was examined at a hospital, where doctors said he suffered only slight head injuries.

"It's a little short of a miracle," a railway maintenance man said. "The slight depression in the concrete saved him."

THOMAS O. ACREE, who hired out as an operator on the Southern Railway in 1902 at age 16, later became a dispatcher, and often contributed to *Railroad Magazine,* died recently in Hollywood, Calif. His first rail job paid $40 a month for 12 hours a day, seven days a week. At the time of the wreck of "Old 97," about which the song was written, he was a trick operator at the station in Monroe, Va., where he handled message work for the dispatcher, and thus received the first news that the famous mail train had gone off the trestle near Danville. He supplied full details on that wreck for Freeman Hubbard's first book, *Railroad Avenue.* News of Tom's death comes to us from Bill Jenner, Los Angeles, Calif. ●

## Overseas Railroading

AN ITEM about recycling newspapers left on Milwaukee Road commuter trains appears in our *Passenger Train Survey* this month. Now read the Japanese version. An employee at a Tokyo railway station urges passengers: "Don't throw away your newspaper when you've finished reading. Put it in one of the 'exchange boxes' and pick another of your liking from them."

The yellow-painted boxes, in a set of six, were installed at Tokyo's Uguisudani Station for exchanges of newspapers among train passengers. As users of the boxes increased, the volume of trash collected at the station decreased noticeably. Recycling of newspapers is pretty active. In Tokyo, daily circulation of newspapers totals more than six million copies.

BUILDING a new railway in British East Africa during the World War I year of 1916 is the theme of a new novel, *Lion in the Evening,* by Alan Scholefield, 176 pages, William Morrow & Co., Inc., New York City, $5.95.

YOUNG PEOPLE by the thousands have flocked into eastern Siberia to help build the Baikal-Amur Railway mainline 1,920 miles through virgin territory. It will run from the Lena River in eastern Siberia to the city of Komsomolsk-on-Amur in the extreme southeast of the Soviet Union, near the Chinese border.

A SNAKE, five feet long, slithered onto a railroad track the other day and delayed 15 of Japan's "bullet" superexpress trains for up to an hour. Railway officials said the serpent coiled itself around a power line, causing a short circuit and fire.

HUNDREDS of passengers had to get off a train to look for water when the locomotive ran out of water and stalled two miles from the Karachi station, in Pakistan. The engineer had forgotten to fill the engine with water before he left Karachi. Passengers borrowed buckets from nearby houses, filled the locomotive, and the train went on its way.

TWO BOYS, 12 and 14, were fined a total of 40 pounds after they admitted indecently assaulting 12 and 13-year-old girls on a British train. The two appeared before Haywards Heath juvenile court after an incident on a journey between Brighton and Hassocks. They also pleaded guilty to breaking an electric light in the compartment. ●

## Four Generations of Rails

RAILROADING is just a way of life for some people; but for me, a fourth-generation rail, a Missouri Pacific conductor, it is a family affair dating back to the link-and-pin 1880's. While our first-generation rails were mostly home guards—railroaders who chose to remain on their own streaks off rust—my grandfather and namesake, Bill Church, became a boomer conductor, never until his later years putting down roots at any one place but raising a family at various locations.

"We moved so often," my grandmother quipped, "that whenever I entered the hen-house the chickens would automatically lay down to have their legs tied for the next trip."

But in Grandpa's middle years he found the company doctor's exams a little tougher, while younger boomers were crowding oldtimers off the road. So he finally settled down on the Cotton Belt for his last years, running freight and passenger trains between Jonesboro, Ark., and Valley Jct., Illinois.

Shortly afterward, his three sons—Roy, "Fats," and my future dad—went braking on the same road, to be joined later by their two sisters, Cora and Flora, who worked in the railroad offices. Aunt Cora eventually married the night general yardmaster at Illmo, my Uncle Jack Vittittow. The three sons were in train service on the same district and often found themselves working together in the same crew. On one run Grandpa had all three as brakies, which made him mighty proud. And on the day he had engineer Nichols and fireman Penny with his three sons as the crew, he coined the phrase, "Church and six cents." The general yardmaster at Jonesboro had asked a callboy who was the crew on No. 16, and Grandpa piped up the answer that became a classic.

One night when my ancestor was called for a drag south of Illmo, an undesirable run, he found that Uncle Jack's "snakes" (railroad lingo for *switchmen* because of the large initial


**ATTENTION!**
**TRAIN RECORDISTS**

The American Freedom Train Foundation, Inc. would like to see your proposals for sound recordings to be sold aboard this Bicentennial special. Include your exact costs of production and a sample of your best efforts for our consideration. Write:

**American Freedom Train**
**Box 1776, Lebanon, N.J. 08833**

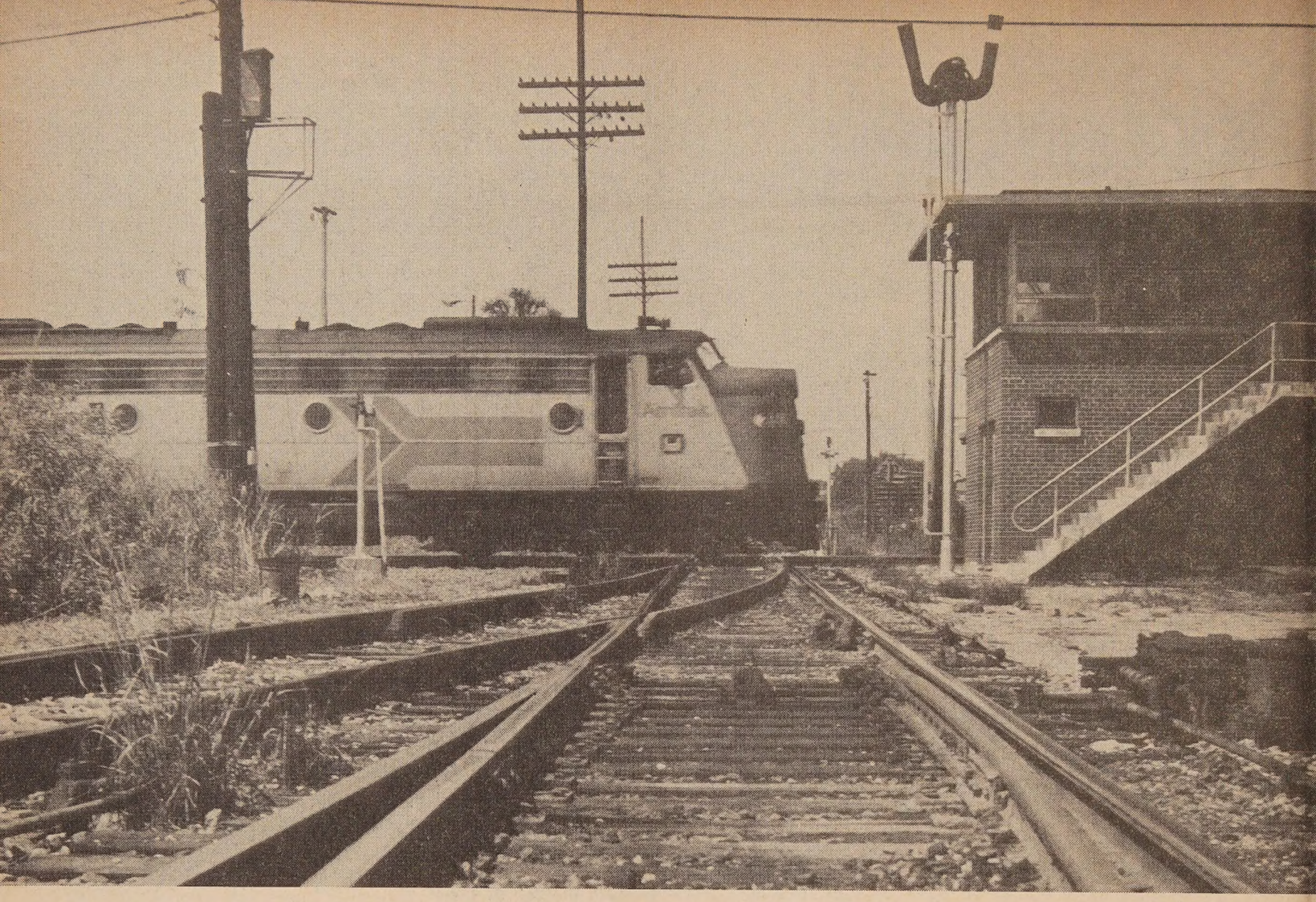

## ORAL HISTORY PROJECT

The R&LHS announces the initiation of an ongoing project to gather oral history about railroading. This is a major new undertaking for the Society, and one that we hope will add to America's cultural heritage.

Primary emphasis will be on the taping of interviews with railroaders of all kinds, locomotive designers, suppliers, corporate officials, and any other persons whose reminiscenses will help illuminate and enrich the story of railroading in North America. Tapes selected for retention will be maintained in a library by the Society.

Anyone is welcome to contribute. If you would like to try some interviewing, or if you know of tapes in existence which the Society might wish to copy, write:

**BILL WITHUHN**
**CHAIRMAN, ORAL HISTORY PROJECT**
**RAILWAY & LOCOMOTIVE**
**HISTORICAL SOCIETY**
**123 LINDEN AVENUE**
**ITHACA, NEW YORK 14850**



**Trains visiting Tampa's stub terminal find it necessary to cross the diamond at TN tower twice. Northbound from St. Petersburg train crosses diamond from each direction; crosses southbound on ex-SAL and eastbound on ex-ACL trackage. This is Amtrak's northbound Champion rolling over Seaboard Coast Line's tracks on a very warm day in September, 1973.**
Photograph by J. Howard Audibert

S in their union's name) were celebrating pay day in their usual jovial and alcoholic manner and had fouled up the Illmo yard. The old man thereupon gave his son-in-law a tongue-lashing for inability as general yardmaster to keep his men in line.

"When I was G.Y.M. on the Bonne Terre line in 1894," he stormed, "my men never got out of hand like this. Every pay day I kept my eyes on them all day long."

Suddenly a bang from the switching yard indicated that some snake had made an especially rough coupling.

"Mr. Church," drawled Uncle Jack, for that was how he addressed his father-in-law, "I don't have to *watch* my men work. I can always *hear* them." Then, turning to his chief yard clerk: "Give Mr. Church his waybills."

The caboose had just been coupled onto grandpa's train. The old conductor dashed out of the yard office, with the laughter of yard clerks ringing in his ears, to vent his wrath on the payday-happy switchman named Moore who had really topped off the southbound drag with grandpa's hack in true snake fashion.

One bright starlit night my father was working on the smoky end of the crew while his two brothers, Roy and Fats, were doing honors on the rear, with the old man riding herd on all three. They were crawling over Crowley's Ridge through the reverse curve known as Rattlesnake, when Dad saw a pair of wheels away back on the train emitting sparks like a pinwheel. Well, it wasn't 4th of July; so those sparks must have been coming from a hotbox.

Dad waited for someone to emerge from the caboose, walk over the tops, descend, and bleed off the sticking air brakes. That job had been assigned to the swing brakie, his brother Fats. But as they rounded the uphill curve no one showed up, and the sticking brakes dragged the train even slower.

"Guess I'll drop off myself and get that brake," Dad told engineer Nichols.

Unloading from the engine, he let the train drag slowly past him. After he had bled off the sticking brake, he watched the rest of the train pull by. Then he caught the crummy, still wondering why nobody on the hind end had detected the brakes sticking around the reverse curve. His unspoken question was answered as he entered the caboose. The old conductor and the three boys were all sound asleep and snoring like a Missouri mule!

This was too good to pass up. Dad must have been grinning broadly as he glanced around the caboose interior. He saw the well-filled family lunch basket and, on the stove, a steaming pot of coffee. Picking up a clean dope bucket, he nearly filled it with cotton waste and then removed the fried chicken, apple pie, and cakes from the lunch container and stuffed them into the bucket. The three sleepers slumbered through it all. Finally, Dad jerked out his light and walked over the tops in the dark to the engine so that in case they should wake up they wouldn't see him on top.

Later, at Jonesboro he noticed a marked coolness between the rear-end crew members. Evidently the old man had told the boys to keep a sharp lookout while he caught forty winks, but the young fellows had taken a siesta too. On waking up, they found the lunch gone. Each thought that one of the others had taken it. The ensuing tension broke up the family crew.

A little later, two of my uncles, Roy and Fats, hit the boomer trail, while Dad became a conductor and began running his own crew. According to Dad, he never got up enough nerve to tell his father what had become of the lunch that night, and he always felt that his prank had broken up the family crew.—Bill Church, 512 55th Terrace Drive, North Little Rock, Ark. 72118.

ONE COLD December night in 1929 we waited with our pusher engine on a siding of the Canadian Pacific mainline at Golden, B.C. We'd had a busy day helping trains from that station to Field, 40 miles east. I was the fireman. My hogger, "Windy" McClean, who had just returned from checking with the operator at the depot, said we'd be assisting a silk train that day.

The order pleased us both; it meant a fast run. Promptly at 6:30 p.m. the silk special rolled to a stop at the station platform. Its guards, with .45 revolvers strapped to their sides and carrying sub-machine guns in their hands, quickly dropped off to protect the million-dollar shipment. Minutes later, we had coupled our big Mountain-type oilburner, No. 5808, onto the head end.

Getting the highball, Windy widened on the throttle and soon had the special roaring toward the steep grade ahead. The engine was a fine steamer and I had no trouble keeping up a full head of steam. As we wound alongside the Kicking Horse River, which at that time of year was virtually frozen over, the roar of exhaust from the powerful locomotive was music to my ears. Our headlight beam lit up the snow-covered right-of-way, which was a fairyland of beauty. Over bridges, through tunnels and snowsheds, we thundered at high speed.

As a throttle artist, Windy knew just how much cutoff he needed for top performance of the 5808. Although the grade is around one and a half to two percent on the climb to Field, the two engines stepped along easily with seven steel express cars full of Oriental silk, back in the days before nylon, polyester, and rayon. Of course, time was the big factor in those runs. The special trains were heavily insured against robbery. The quicker the run, the less expensive the insurance. Besides, it was important to get the stuff to market before a possible drop in its value.

As silk had rights over all other traffic, the road was ours. Glancing occasionally at the steam gage and water glass, I relaxed on my comfortable seat to enjoy the scenery. Less than an hour after leaving Golden, Windy eased to a gentle stop at Field station. Then, after being cut off, the two oilburners headed over to the roundhouse.

Field was as far east as our engines and crews worked in British Columbia. A huge stoker-fired engine provided the motive power east of Field. My hogger lived in that town. I boarded at the Railroad YMCA and soon stowed away a man-sized supper there. Afterward, while dozing in a cozy chair before the stone fireplace, where the flames danced and crackled, I felt a hand on my shoulder. It was about 10 p.m.

The callboy, book in hand, was standing beside me. "Mister," he said, "you're wanted at midnight to run the yard engine."

"You've got the wrong man," I replied. "I'm firing steady on a pusher."

"Not tonight you ain't. If you're Lanning, you're lined up for the yard goat."

It turned out that no hogger was available for the job; so they had to use a fireman, meaning me, and a roundhouse wiper would wield the scoop. I knew there was a drastic shortage of engine crews and I had failed to register for a rest period, which made me subject to call. But I asked the boy: "Why didn't you call McClean?"

"Can't locate him," the kid said.

Even if he were found, Windy had probably booked rest and would be within his rights to turn the job down. So there was no use arguing. I signed the book and said I'd report at midnight. Looking out the window, I could see large snowflakes drifting down. What a dreary night to run a yard goat. The work itself wasn't too tough. It was just the thought of having to lay off my steady pusher job the next morning.

But I managed to get another hour's rest and grab a bite to eat before the kitchen closed for the night. At quarter to midnight, when I ventured outside, an old-fashioned mountain blizzard had set in. I fought my way through blinding snow to the shops. The yard at Field was large and chock full of snow-covered cars. I could see that I was in for a busy night. But when I entered the dry warm roundhouse, the foreman gave me the glad news that my services were not required after all. So I went back to the Y and slept well.

Next morning, I told Windy how close I'd come to being hooked for that job. He laughed and advised me always to be careful to book rest after a day's work on the pusher. Which I did on succeeding trips. I enjoyed all of our morning runs, light, down to Golden, especially on that day. It was bitterly cold. Snow had stopped falling and a plow had gone ahead of us to clear the line. Kicking Horse River was now completely frozen over. As we steamed down alongside its banks I saw a very exciting event: a pack of gray timber wolves crossing to the far shore! We slowed down to watch as the powerful beasts picked their way between big chunks of ice. It was dramatic and impressive.

Reaching Golden, I relined the switch for the main. Then, as we came to a stop near the depot, we both got out of the cab and entered the station to check our orders and enjoy a cup of steaming hot coffee with the operator. It smelled and tasted mighty good. We told the operator about the wolves. He said he saw some occasionally.

Sometimes when we'd have a long wait for the day's first job of assisting a train, I'd fill the 5808's boiler with water, then cut the oil feed into the firebox down low, and spend some time in the depot. Listening to the messages in Morse code that chattered from the sounding box fascinated me and I often wondered how the op could decipher them. Later on in the day, while Windy was over at the station getting a line on our next pusher job, I had the thrill of running the 5908 down to the tank to take on water. All in all, that pusher assignment was about the happiest time I ever had during the years I fired on the Canadian Pacific.—Bert Lanning, 717 Pandora Ave., Victoria, B.C., Canada V8W IN9.


REAL STEAM TRAINS

15" — 16" — 24" — 36"

GAUGES

*"LITTLE TOOT"*

CROWN METAL PRODUCTS CO.
WYANO, PENNA. 15695

Send for FREE circular

AUTHENTIC REPRODUCTIONS
THE PENNSY BELL
Now available in ¼, ½, ¾ & full size
GIESLER ENGINEERING, Box 35, Lenni, Pa., 19052 215-GL-9-2030

# REMEMBER THOSE DAYS? by Freeman Hubbard

THERE was a time, at least half a century ago, when most boomer telegraph operators carried a gimlet—remember?—just in case there was a keg of beer in the freight house. A large nail could serve the same purpose. Bore a hole in, tap out a bucket full, drive a wooden plug in, make it dirty, and who knew the difference? And how about the time a barrel of Scotch whisky lay in the freight house unclaimed for a year? As each week rolled by the barrel grew lighter. I wonder why?

Remember when you as the freight-house man at a little wooden depot far from the temptations of civilization found a full barrel of porter in with the empties? You buried it in the coal pile and had free booze for three weeks afterward. The agent could not understand why you always smelled of alcohol, and yet you did not leave the place.

Do you remember those days when the local freight crew carried enough grub in their caboose to stay out on the road for three weeks? You often wondered where they got it all. And who in hell put that can of baked beans on the red-hot pot-bellied stove in the hack and forgot to make an air-hole in it? After the damned thing exploded, did you have to scrub up the filthy mess?

Then, remember when you were an operator working single-track, and one mild spring morning you decided to go fishing? When you came back to the depot, why did you run up the order-board pole so fast? Were you looking for a cornfield meet? And how about that time the trainmaster dropped off a circus special at one a.m., found you asleep at the key, and bawled you out?

Remember the old boomer op who went one round too many with the demon rum and spilled a quart bottle of ink on the office floor? Even though he tried to wipe it up with his hands till he was black up to the elbows, and had to get the local train out early next morning, the ink was ink and the stain was still spread over the floor.

Remember the redheaded country girl with big violet eyes and a shape like Greta Garbo? You kept her hidden in the ticket office while the Superintendent was pacing back and forth past the office window. What he didn't know wouldn't hurt him—or you.

And will you ever forget that same Super calling you on the phone and telling you to look for an important package on the next train and bring it over to his house, and when he opened it in your presence you caught sight of a quart of red-eye and a box of Havana cigars? He didn't give you a nip of the Scotch—and you weren't exactly a voting member of the Prohibition Party of those days—but he did offer you a smoke.

Furthermore, do you recall that night when somebody threw a railroad cop out of the signal tower while a little booze party was going on? Luckily, he wasn't hurt. You claimed you were busy then and had nothing to do with it, but that very same Super, who had given you a cigar a couple of weeks before, socked you ten days without pay and a load of brownies—remember?

How about the time the train dispatcher and the wire chief insisted all night that you had left the train wire open, when what really happened was that a lousy rat had chewed off the wire under the freight-house door and a barrel of molasses had leaked out seeping through a crack? It may have tasted good to the rat, but you were pretty damn sore.

And the fun you had when a new engine watchman came on the job? You shut all the water bottles off and drained them. That watchman made eyes like hen's eggs when he got on the first engine. Then he scrambled off her and went to the next one, and so on for about six or seven engines. That poor guy was so scared he couldn't talk, only made motions. Finally you had to spill the truth to keep him from going nuts.

Remember, too, who got hit on the ear one cold January morning with a telltale just before the train came to a bridge, and thought the brakeman had socked him? He looked around just barely in time to spot the bridge itself, and ducked.

Recall the night when you were watching engines and fell asleep? You'd been out with a girl all day and were too tired to keep your eyes open. At daybreak when you woke up, the fires were out! Sure was hell to pay that morning.

And the time the crew used buckets to clean up at the roundhouse? You were washing your mug and had your eyes full of soap. Some halfwitted bastard threw a handful of lampblack in your bucket while you were rinsing soap out of your eyes. The fellows said later they'd never seen anything funnier in their lives.

Did blue steam come out of the bottom gage-cock the time the master mechanic told you, "You're fired if you pull that injector"? Sure, you pulled it anyhow, but you didn't blow up, neither were you fired. Damn close both ways, remember?

Then that windy March night you covered the stack of a hard-coalburning 4-8-0 with an empty sugar-barrel to cut the draught. How were you supposed to know it would fall down on the hogger's head the next morning while he was oiling around? And will you ever forget the expletives he uttered on that occasion?

Didn't you see that a hotshot freight had the track the day you started hostling an engine from the coal dock? Nothing could stop you then. When you piled out of that cab window on a split-second's notice, you looked like a crazy bullfrog flying through the air without wings.

Remember the day, too, when your fireman fell off the tank into the turntable hole and you were afraid to look. But two seconds later he crawled out unhurt and made a bee-line for the gin mill to get another drink.

And the time you were washing lamp globes at a small jerkwater station. Some kindly old soul asked you, "Hard at it?" You cursed a blue streak before looking up. Was your face red? It was the village parson!

Then there was that picnic. You came back from a happy day of imbibing spiked punch and you staggered off the front end of the train, in fine shape to handle a railroad station. Try doing it today!

To top this off, remember the time the fast milk train pulled a drawhead in front of the tower you were working? It blocked four tracks of your own pike and three other railroads that crossed it. The dispatcher kept yelling for you to get down there and spike the rails. Now, how in hell could you spike rails to run around three cars of milk crosswise over the four tracks? Besides, what did he think you were anyhow, the big hook and work train rolled into one?

Bet your life you recall those gay and exciting boomer days fifty years ago. Don't you wish you were young again and had it to do all over?

# THE THOUSAND-MILER

## by John Johns

**John Johns became a conductor on the once-fabulous *20th Century Limited*.**

YOU could easily have recognized the typical railroad man—and particularly the boomer—in the long years that preceeded World War II. He dressed jauntily, as a rule, in a style that bore more resemblance to a costume than a fashion.

Take a freight trainman. Off or on duty, he usually wore a dark blue shirt with a detachable starched collar. Sometimes the solid blue had white polkadots. In either case, it was a "Thousand miler," so-called because it was unofficially warranted to last a thousand miles of train-riding between trips to the laundry. Computing 100 miles as an average day's work in freight, the thousand-miler added up to more than a week. Two shirts would last from one visit of the company paycar to another.

A black silk Windsor tie generally accompanied the shirt. The flowing tie, somewhat like a girl's hair ribbon of that era, rarely required pressing. You could wash it and hang it up to dry like a pair of socks. Most freight brakemen used soft felt hats. Besides offering protection against rain, snow, and sun, such headgear shed the cinders and never seemed to wear out.

Blue serge, their favorite suit material, is durable in texture and does not readily show dirt. The blue thousand-miler, Windsor tie, and serge suit matched up well. Shoes that completed the outfit were likely to be heavy brogans, good in any weather.

Both home guards and boomers traveled light. Few were encumbered with bags. Engine crews and trainmen who didn't cook in the caboose carried big dinner pails, packed with food enough to last for a round trip.

It was not uncommon to see an engine crew prepare a meal on the locomotive. A glowing clinker pulled out onto the cab deck server the purpose of a stove, while a Number 5 scoop made an excellent frying-pan. In those days there was time to cook meals while a train was cooling its wheels on a sidetrack, waiting for a hotshot.

No, there was no neat satchel then in which to tote around your work clothes. If you were in freight service you seldom wore overalls. In summer you took off your coat, slipped a bandana around your neck, pulled on a pair of sturdy gloves, and were ready for business.

Except in cold or inclement weather, head-end brakemen preferred to keep away from the engine cab. They'd pick a car eight or ten back; and there, pretty well out of reach of cinders, would "deck-orate" over the division. I mean, of course, to ride the freight-car tops, or decks. This was cooler than inside the locomotive cab and it relieved you of an obligation to the fireman to shovel coal ahead.

As for engine crews, they'd roll their leather gauntlets and overalls together and tote them under the arm. Why bother with luggage?

In that era, as I said, it was not hard to spot a railroader. He carried his identification—his credentials—on his back for the world to see. Thousand-mile shirts used to fade into light blue; and when they did, the owner of such a shirt was proud. The fading was mute testimony that he was not a new man, that he had aged the garment while railroading. The first thing a student shack did was to buy a thousand-miler and a Windsor tie. This new outfit was enough to tell an engineer or conductor that he had a greenhorn with him. But it was far worse for a brakeman or fireman to report for a run wearing a white collar. Woe unto him! Fortune for him if he was sent back home to change.

I HAD some railroad experience and should have known better that cold January afternoon. Having fired on the Pennsy, I knew the code, the costume, and the prejudices against a man being "dressed up." But I was only sixteen and a bit of a showoff. Wearing a blue Chesterfield overcoat, a pink silk shirt and a green velour soft hat, I applied for a job firing on the New York Central's Hudson Division. I was about as appropriately attired as a circus clown at a funeral.

In those days the Central operated freight, milk, and express trains into New York City by steam power. For many years the tracks at the river edge and skirting Manhattan Island were known as the "life line." The route extended twelve miles from Spuyten Duyvil Junction to St. John's Park on a right-of-way at street grade, with the majestic Hudson River on one side and Riverside Drive park on the other.

Milk and express trains continued right down the middle of 11th Avenue to west 33rd Street yards, but freights stopped at 79th Street and the river. The roundhouse, coaling dock, and Assistant Superintendent's office were located between West 71st and 72nd Streets at the river's edge.

West 72nd was a quiet residential thoroughfare of brownstone private houses. You'd never have expected to find a roundhouse at the end of it. But

as I approached Riverside Drive that day I sniffed engine smoke, and soon heard cars being switched.

A stone wall and iron grilled fence bore a sign stating that beyond lay railroad property. Walking through the gate, I found myself on a footbridge spanning the tracks. There I stopped to watch a freight train being made up. It stood on a track next to the park. Strollers enjoying the brisk cold afternoon paused to gaze at the operations. I saw the road engine, a 3000-class Pacific, scoot to 79th Street and then back onto the train. Directly below me, on the bridge, a yard goat was putting on the caboose.

After the freight had left town, I hastened across the bridge and down a long flight of stairs that led to the roundhouse and yards. As I neared the roundhouse, an engine rolled off the table; and when she stopped an elderly man with one arm came up.

I recognized him instantly from a description given me. The day previous, I had met a boomer "bakehead" who had told me the Hudson Division was desperately short of firemen and hiring almost everybody who applied. That suited me fine. Living in New York City, I desired to work out of a terminal near my home. The boomer had said this was the answer to my problem. He had suggested I go to the west 72nd Street terminal and look up a man named "One-Arm Edwards." There I'd be sure to get a job. And now this Edwards had just come from behind the tender.

So, expecting to be welcome with open arms, I strode toward him and asked, "Are you hiring firemen?"

The man wheeled, looked me over critically, moved his chew of tobacco from one side of his long jaw to the other, and barked, "Naw!"

I fell back. "No?" I repeated dully.

"Why, I heard you were short of men—"

Edwards rubbed his nose. "Nope. Got plenty of men."

"But I heard only yesterday that you were hiring whoever came along," I persisted. "I can fire. I'm just off the Pennsy."

"I got plenty of men."

"Don't you think I can fire?"

Edwards pushed his battered hat back on his head and eyed me again. My garb was immaculate. He couldn't have thought I looked like a bum.

"Sure, sure!" he said. "But I got plenty of men. More than I know what to do with. I'm figuring on cutting the list. Someone slipped you the wrong dope. Sure you ain't got the Central mixed up with the Jersey Central or some other pike?"

Feeling that the job was slipping away, I was seized with panic. I thrust out my bare hands, palms up. "Look!" I bawled. "See for yourself. I didn't get those hands selling neckties."

Hand-firing was hard work. Wielding a shovel and hook formed thick colluses. A new man suffered from blisters and torn flesh until his hands were hardened. I had calluses.

But Mr. Edwards was unimpressed. "Naw, I ain't hiring. Come back some other time. Next month maybe."

He turned and walked away. Bitterly disappointed, I climbed the stairs. Halfway up, I met a square-shouldered chap wearing a thousand-miler and a Windsor tie and carrying a bundle of overalls under his arm. I stopped him and asked if the road was hiring firemen.

He replied: "Yeah, if they can find any. They need men bad."

I said I was experienced but Mr. Edwards had turned me down.

The stranger smiled. "Maybe your swell clothes did it. The way you're duked up, you look more like a Broadway actor than a fireboy."

I thought a moment. "Gee, thanks for the tip! I guess it was the clothes, all right."

NEXT MORNING, in a thousand-miler and the correct attire, I traveled over to Weehawken, N.J., and applied for a job firing on the River Division. A girl in the office typed me out a trip pass to Granton to see the road foremen of engines. As I remember, Granton enginehouse in New Durham was out on Hackensack Road.

Alighting from the local passenger train, I found the road foreman looking over an engine. I introduced myself.

"Yes, I need firemen," he said. "Have you had any experience?"

"Sure; I fired and broke freight on the Pennsy," I replied quickly.

The official wiped his hands with a piece of waste. "That's good! But our engines have two firebox doors. Lackawanna, Reading and Jersey Central firemen have no trouble, but Pennsy men find it hard for a while before they get used to them. Anyway, firing is firing, one door or two. All right, kid, I'll give you a note for the office to take you on."

He asked me where I lived. When I replied, he shook his head.

"You'd have to do a lot of traveling. The locals don't run all night. You'd have to use the trolley car. My advice is to find a boarding-house close by. There's plenty of them and cheap—"

No, I intended to live at home in New York City. That settled, I returned to Weehawken. The offices were located in the passenger station—a big, rambling, wooden structure built in the Eighties as terminal for the New York, West Shore & Buffalo Railroad.

The West Shore road had been projected as a competitor to the mighty New York Central & Hudson River, and in its entire length was seldom out of sight of the latter's rails.

West Shore track hugged the west bank of the Hudson from just below Jones Point to within a few miles of Kingston, N.Y. At Ravena, N.Y., it turned westward and paralleled the New York Central to within a short distance of Buffalo. Keen rivalry for business developed into rate wars. Eventually the West Shore was taken over by the Central. That portion of the road between Weehawken and Ravena became the River Division.

I took my exam. While writing the book of rules, I conversed with a boomer fireboy who had just hired out. He said he was out for a stake, that a man was a fool for working on the River Division. The Hudson was the place to work on. He added that he'd be on the latter division right now except for a small item—namely, the cops had removed him from company property and told him never to return.

I recounted my experience with Old Man Edwards.

The boomer said: "They're hirin' shacks on the Hudson Division. Go brakin'. It's the best division in the country to brake on. Once you're workin' on it and get the drift of things, you can ask to be transferred firin'. Take a tip from me, kid. You won't regret it."

In a way, boomers were a grapevine employment service. They knew when and where jobs were open. If a boomer praised a division, you could expect to find a good job there. But I have known boomers to pass by such fields of clover and go miles out of their way to seek employment on a pike notorious for rawhiding, just because they had to discover what lay beyond the hill.

FOLLOWING the boomer's advice, I returned to the New York Cen-

tral at 72nd Street, but this time as a brakeman. The roundhouse no longer held my interest. D. T. Hanna, Assistant Superintendent of the Hudson Division, did the hiring of brakemen. His office was in the YMCA building adjacent to the roundhouse.

I entered the outer office. An old, scarred, wooden counter extended the length of the room. Caller transacted all business over that counter. A young clerk interviewed me. I said I wanted to transfer from the River Division. After a few routine questions, I was handed qualifying papers.

"You're experienced," the clerk told me, "so you'll have to make only one round trip from 72nd Street to West Albany. There's a drop train out of of here tomorrow morning at 5:30. Go downstairs in the yard office, ask for Mr. Henry, and make arrangements to ride the train. When you have the papers signed, bring them back there."

Well, I saw Mr. Henry and learned that the train I was to ride was NA-1, a drop train, a local that stopped at stations along the line to leave cars. I was now a full-fledged New York Central man, and I went home happy.

My mother packed me a two-day lunch. Early next morning I reported at the yard office. During the night it had snowed, trains were late, and NA-1 was annulled. The yardmaster said he was holding the local's crew and some time that morning they'd be called for an extra. He told me to go with them just the same; they would be the first train out.

I made the trip, got my papers signed, and marked up on the West Albany extra list. In a few months I had enough seniority to hold down the extra list at West 72nd Street. Most of the work was flagging engines to Harmon, Poughkeepsie and Rennselaer. I was working the list for a week when I was called for a "wildcat" to Rennselaer. The job was to leave at ten a.m.; and when I reported for duty, the crew caller said the gang would be late as they were deadheading in from Harmon.

"What engine are we getting?" I asked.

The engine dispatch consulted the board. "The 3567. She's first out on the ready track."

I DECIDED to make her ready for the road. It was a mileage run; the quicker we go to Rennselaer, the better. As I walked toward the ready track I spied Old Man Edwards looking over a locomotive on the turntable. Dismissing him from mind, I climbed into the cab.

First I checked on the water in the boiler and then in the tank. Assured of an adequate supply, I proceeded to break up the fire and start the needle walking around the clock.

While the steam pressure was being built up, I decided to move the engine ahead a few feet and take water. So I spotted the manhole under the spout and scrambled back on the tank. As the water gushed out, I looked down and found an interested spectator. Mr. Edwards, his shapeless hat on back of his head, was watching me curiously.

I finished taking water. As I pushed the spout away, he beckoned. Climbing down, I sauntered over to him. He placed his only hand on my shoulder like a long-lost brother and smiled.

"You sure know your business, kid. I'm glad to see you got on firing."

I looked at him, puzzled. "Firing? Why, I didn't get any job firing—"

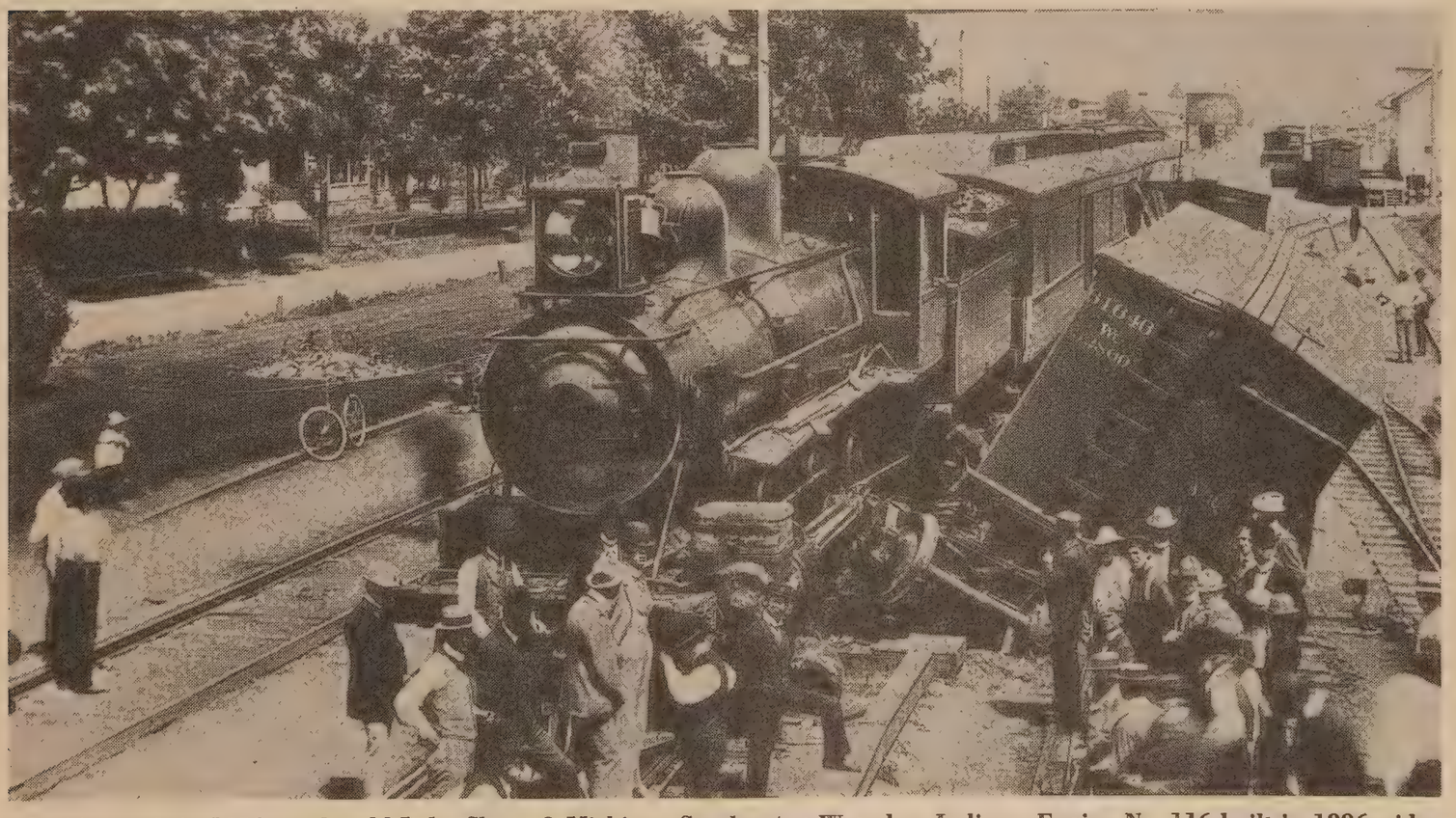
"No? Then what are you doing here?" "I'm braking. I'm flagging the job. The crew is a little late and I got the 3567 ready for 'em."

Edwards scratched his chin. "I need firemen. I'll give you a job—"

I shook my head. "Nix! Too late."

Edwards shrugged his shoulders.

That's how close I came to being an engineman. If One-Arm Edwards had liked green velour hats and Chesterfield overcoats or if I had worn a thousand-miler that cold January day when I applied for a job firing, I'd probably not be a passenger conductor today. ●



**July 4th wreck in 1910 on the old Lake Shore & Michigan Southern at Waterloo, Indiana. Engine No. 116 built in 1896, sideswiped a two-car special.**

From collection of the late H. W. Pontin, Boston & Albany hogger

# PHOTOGRAPHS OF THE MONTH

**Ginger Lathem, a railfanette from Orlando, Fla., watches an *Auto-Train* go northbound at Sanford on December 3, 1973.**
Photo by William T. Morgan

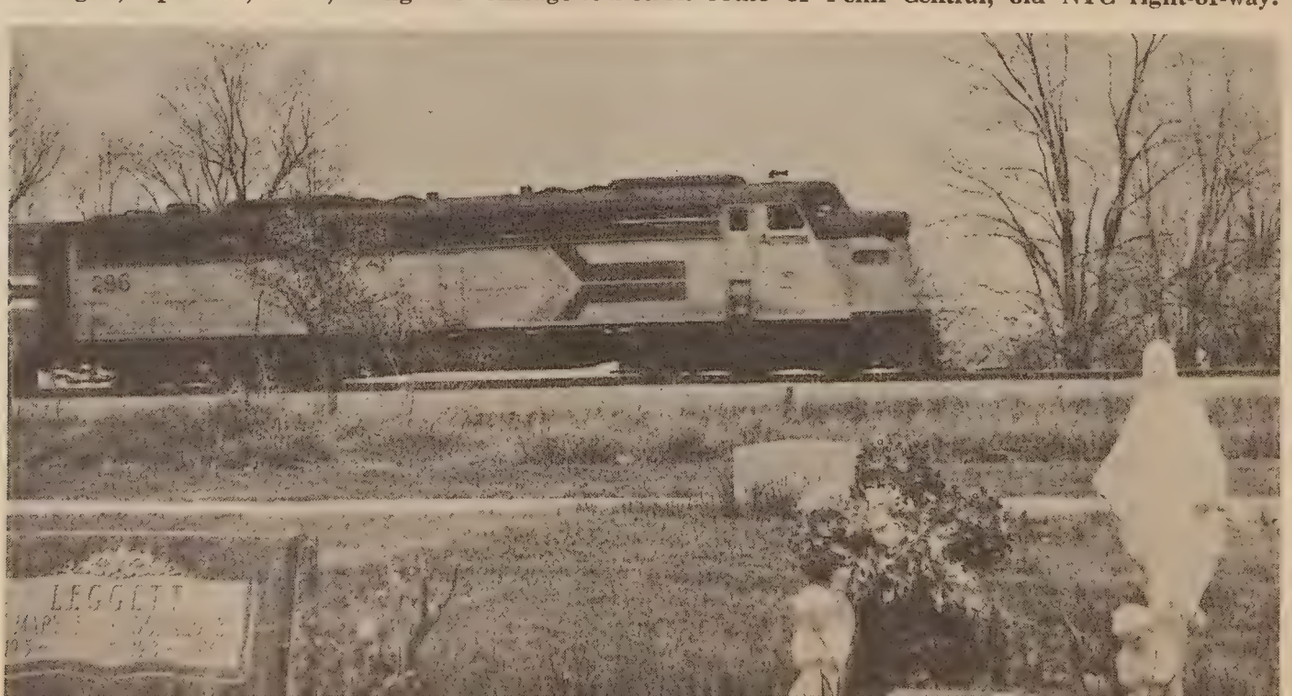
**Heavy autumn rain forces switchman to use umbrella while dropping the ground throw at Tampa, Fla., old stub terminal in Oct. 1973. New Seaboard Coast Line loco crew climbs aboard Amtrak *Champion*.**
J. Howard Audibert, 6632 28th St. S., St. Petersburg, Fla. 33712

Rear view of Alan Pegler's *Royal Scotsman* southbound on Penn Central's outside rail of four track mainline at Bellevue, Dela., in October, 1969, during its tour of the nation that year. First time for steam on right-of-way in years.

Wm. H. Morrison, Jr., 2231 Lancaster Drive, Wilmington, Dela. 19810

Two Municipal Railway PCC's outbound on Market St. at Second in San Francisco on a wet night in November, 1973.
Gary G. Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205

John Uckley, 414 W. 4th St., Monroe, Mich. 48161
Eastbound Amtrak train No. 360, the *Wolverine*, rumbles past a rural cemetery on the outskirts of Chelsea, Michigan, April 17, 1974, along the Chicago-to-Detroit route of Penn Central, old NYC right-of-way.



**Maybe some evil wizard is holding a beautiful princess captive in this brooding stone tower. Actually, it is part of the Penn Central depot at Kalamazoo, Mich., currently used by Amtrak for its Detroit-Chicago passenger trains. The date is April 21, 1974, but the setting is more apropos of a late Oct. night.**
Photo by John Uckley

Bob Storks, 1421 Arch St., Philadelphia, Pa. 19102
**Old pot-belly stove in the crossing attendant's shanty at Ambler, Pa., on the Reading Lines. The stove was lit on a chilly April day in 1974.**

**A postage stamp showing a steam train will mark the 100th anniversary of the introduction into Kansas of hard winter wheat, which was to make the state a major world granary. The 10-cent stamp will be issued August 16 at Hillsboro, Kansas. On that day in 1874, Mennonite immigrants from Russia arrived, with small quantities of a red Turkish type of hardy and drought-resistant wheat for Kansas soil.**

**Illinois Terminal wreck in summer of 1956 near Little Mackinaw trestle north of Mindale, Ill.**
Wayne Bridges, RR 1, Box 282A, Delavan, Ill. 61734

Photo by George A. Forero, Jr.

**Conductor changes markers and brakie has lined up air hose as Algoma Central southbound train #2, having just picked up 3 cars from northbound #1, gets ready to highball at Eton, Ont., on cold March 31, 1974. The Agawa Canyon tour of the AC permits a one-day round trip from Sault Ste. Marie, Ont., traveling through the canyon on #1, and return on #2.**

R.E. Ruffell, 2 Victoria Villas, Little Sandhurst NR Camberley, Surrey, England

**Western Region British Railways inspector Beckett has ear of rail-air link hostess Margaret Mildenhall at Reading station on February 20, 1974, while she waits to meet passengers and escort them to nearby car.**

Joan Hatch takes a close look at Atlantic Coast Line 1504 on display at Seaboard Coast Line headquarters in her home town, Jacksonville, Fla., on December 15, 1973. The P-5a Pacific was constructed by famed Alco (Richmond) loco works in 1919.

William T. Morgan, AG3 OA Division, U.S.S. Saratoga, CV-60, FPO New York 09501

Ever see a passenger triple-header with helper? This picture seen in recently published *More Classic Trains*, by Arthur D. Dubin, reviewed in our current issue, show D&RGW train 6 eastbound on Soldier Summit, Utah, in rugged terrain on U.S. mail contract run April 26, 1911.

Harry Shipler photo from collection of Arthur D. Dubin, 229 Park Ave., Highland Park, Ill. 60035

**Remnants of the steam era die hard. The coaling tower sitting astride the Chicago & North Western mainline at Clyman Jct., Wis., provides an incongruous frame for SD40 No. 874 leading an eastbound freight on a sunny spring day in April, 1974. The road has no immediate plans for demolition.**

George A. Forero, Jr., 474 W. Scott St.,
Fond du Lac, Wis. 54935

**Fast work. Wood poles supporting catenary system for world's most advanced electric railroad, the Black Mesa & Lake Powell, are installed at rate of one an hour. Sturdy Douglas fir units are embedded directly into ground, without use of costly foundation. Procedure was made possible through pressure treatment of wood in "Cellon" process, developed by Koppers Co. for lasting protection against decay and termite attack. The 78-mile railroad runs from coal mines at Kayenta, in northl. central Arizona, to Page, site of $600 million generating station, part of Navajo Power project. The rail truck is used to haul all supplies on line's right-of-way.**

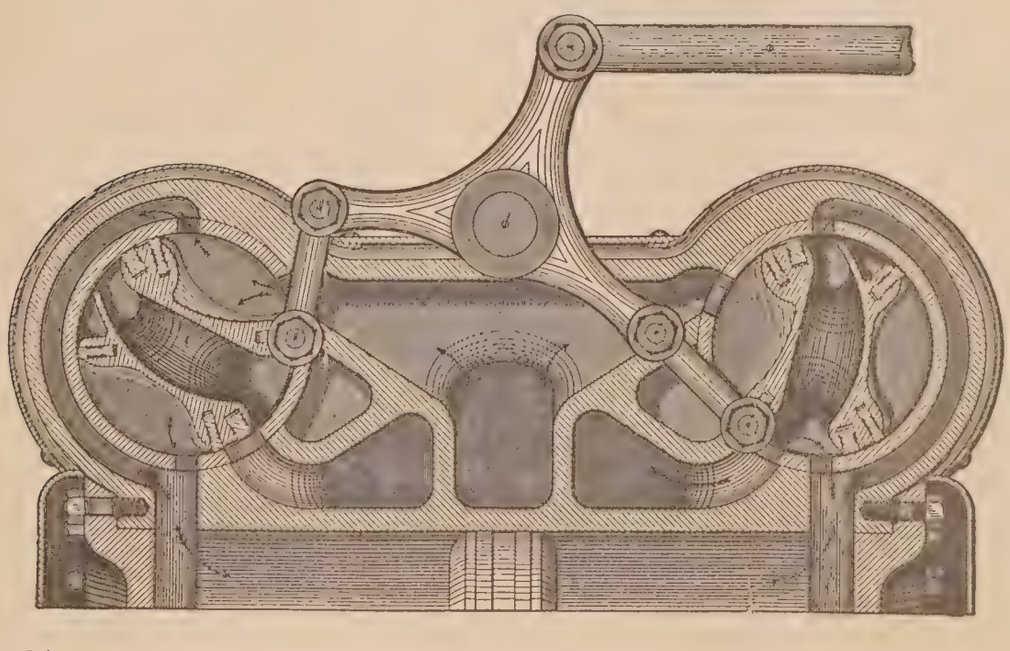
# SUPER-POWER STEAM LOCOMOTIVES

by J. EDGAR SMITH

© 1974 by Marjorie Smith

Master locomotive design engineer J. Edgar Smith, shown at work many years ago.

Cross-section model of Young type of locomotive valve gear on early engines.



SEEMS LIKE a good idea to "get into the record" the story of super-power steam locomotives before I put away my notes and photographs for the last time. As a design engineer, now retired, I was in on it from the very beginning, being an understudy to W. E. Woodard, the motive power giant who invented this type. Since my association with him dates back more than sixty years, it is now time for me to speak up while my memory of events and personalities is still vivid.

Too little has been written about Woodard's achievements. Away back in 1911 I first met this great man when he held the title of assistant chief engineer at the American Locomotive Co. plant in Schenectady, N.Y., and I was a junior draftsman assigned to a special department under his supervision. He was my first boss. I shall never

**A Wheeling & Lake Erie Berkshire type takes shape above an Alco erecting pit. Cylinders and valves are cast in one piece and gun iron bushings, or linings, applied. The unassembled engine valve gear is of the popular Walschaert type.**

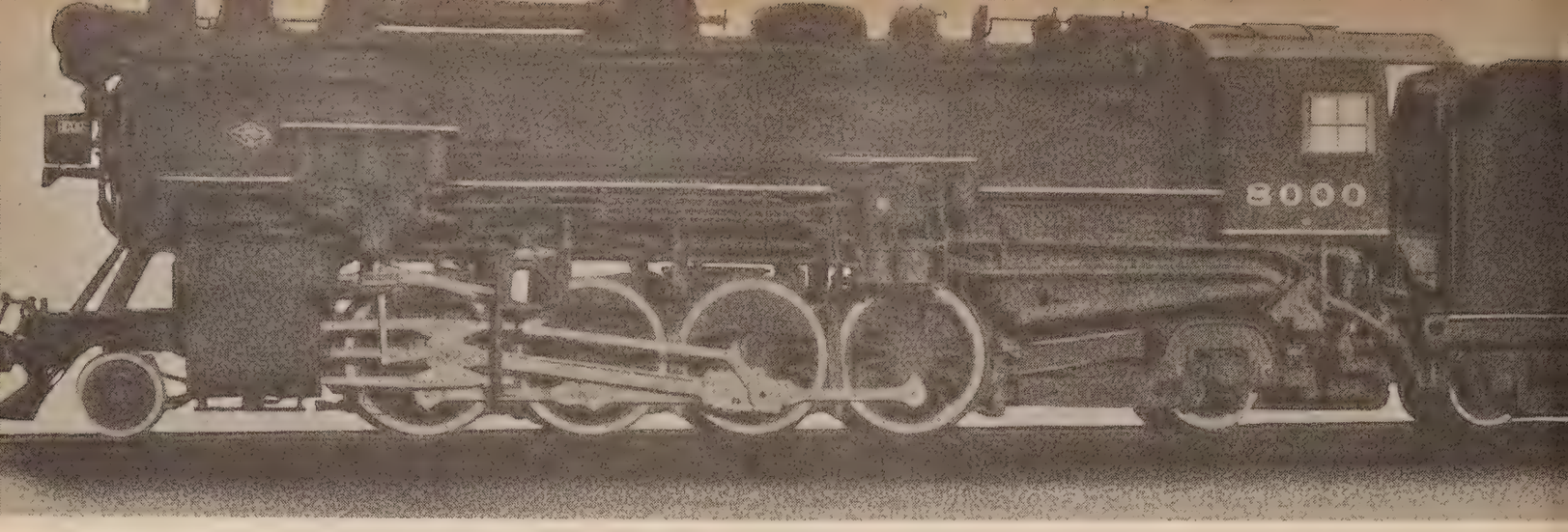
forget the way he controlled employes. For example, he often caught me loafing; but instead of bawling me out, he'd put me back to work by asking me to look up some data for him.

In those days I liked to hang around the original model of the valve gear that O. W. Young had invented and given his name to. Sometimes I watched Mr. Woodard take readings on valve gear settings for new locomotive orders. My boss had a brilliant mind. We at Alco had a standing joke that the consulting engineers would follow him around to spy on the ideas he was having various draftsmen work up. I was one of the draftsmen who kept a blueprint handy to slip over my drawing-board at the first glimpse of a consulting engineer approaching.

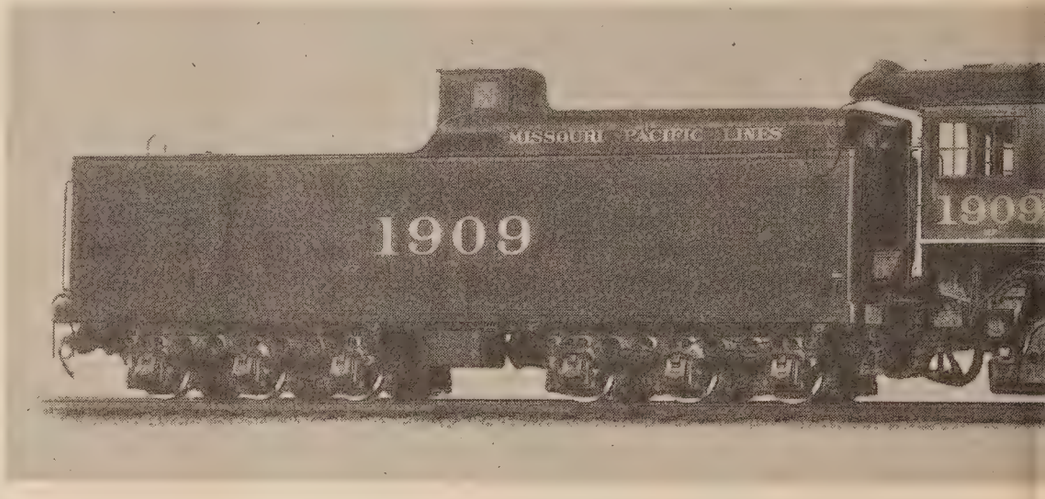
Those four years of study at Alco under the aegis of Mr. Woodard were fruitful in shaping my career. Then I moved to Lima, Ohio, hiring out to Lima Locomotive Works, the famed builder of Shay geared engines for logging roads, which was then venturing into the rod locomotive field—besides, of course, its output of "regular" locomotives. Lima introduced me to designing details and laying out designs in the last-named group.

After about a year of this, during which I continued to mature, I grew increasingly curious to see what happened in actual service to motive power such as I had been helping to design. So I left Lima, not without some misgivings, and went to work for the Great Northern. I did this even though Mr. Woodard had just become vice president and Lima had taken over its engineering activities. Before making the change, however, I discussed my ambition with him and he agreed that such a venture would give me good experience.

I spent four satisfying years with the "Big G." On that job I had my first ride in an operating locomotive cab. It was the kind of bleak and biting cold winter for which Minnesota is famous. I traveled all the way across the state to observe the performance of a Street Stoker which the GN had applied to one of its 0-1 freight-hauling Consolidations. What a frigid trip! My feet nearly froze. But the boiler backhead, thank God, was warm enough to keep a coffee-pot hot, despite the almost constant flapping of winter curtains that let in Arctic air; and I'd thaw out one foot at a time while hanging onto




**Three Lima-built locomotives: No. 8000 for NYC's Michigan Central, shipped in June '22; No. 1909 Missouri Pacific Berkshire in May 1930; and the 3389, an Erie 2-8-4, sent out in August '29.**




the cab doorway. Later, back in the office, I had fun helping to work over the performance sheets each month and trade them with those of the Northern Pacific.

On the whole, I enjoyed my stint with the Great Northern, mostly during World War I. But in 1920 I was in touch with Mr. Woodard again and he lured me back to Lima. There I remained for nineteen years—years that were important in steam-power history and vital to me personally. Looking back on that period, I realize that Mr. Woodard must have had something big in mind for me to get into. Again under his supervision, I did a lot of elevation layout work, as we called it, and delved into valve gear layouts and the proper sizes of valves and ports for various services. I had worked on several special designs for Woodard before he moved his office to New York City and began making only inspection trips to Lima to promote locomotive orders.

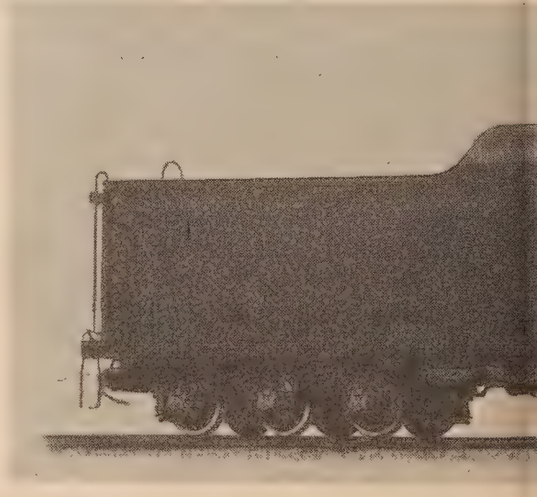
Early in 1923 he asked me to make preliminary layouts for an idea of his on a four-wheeled trailing truck. Then, you might say, a miracle happened. It turned out that this was the beginning of super-power steam engines!

As for Woodard himself, I used to marvel how he could read a drawing or a blueprint at a glance. While you were explaining what you aimed to do, he was way ahead of you. I can visualize him now. Tall, blond, and good-looking, a pipe-smoker, not rangy in his gait but striding with assurance. He could joke with employes as well as with customers. We got quite a kick out of his opening the door to the drawing-room, talking from the moment his hand grasped the knob, and continuing to talk right up to your drawing-board.

"Say, Jim, have you tried thus and so?" he'd ask, and pull up a stool and make a sketch of what he had in mind.

While I was digesting his ideas, he'd fill his pipe with aromatic old tobacco before going on with the job. On one such occasion he had me work up a new design of throttle for application in the boiler dome. It was built around a double-beat poppet valve. Eventually he took those layouts to the Superheater Company. From them was developed the multiple throttle, a device that became the ultimate in front-end throttles. The quick action between the source of the steam and the cylinders was necessary for faster performance of the great new locomotive he had conceived.

In New York at that time, at 17 East 42nd Street, there was a nice little private office next to his, where he worked with me on a board laying out the swing of the rear end of his proposed locomotive with the lengthened firebox. We had a tough time putting in the booster steam and exhaust pipes, with the injector and feedwater hoses between engine and tender. The air brake and stoker steam-pipe were located around and between the stoker flexible trough and power grate shakers on the backhead. We had decided on the Elvin flinger type stoker for this longer firebox.



All that extra swing made simply awful drawbar angles between engine and tender. That was how and why we devised the four-wheel articulated trailing truck for the pull of the locomotive through the truck frame. The lat-

portant. Remember why they usually had a baggage-mail car between the locomotive tender and the first passenger car? Those pulsations of the pistons acting in the cylinders away up front could certainly be felt all along the line.

After working on this assignment in New York for about three weeks, I bundled up my papers and headed back to Lima. Meanwhile, Mr. Woodard had been negotiating with the New York Central System for an order to build what became known as the Lima A-1, a mighty 2-8-4 type, for its Bos-

boiler's mud ring (the bottom of the firebox around the grate area) Woodard introduced large radius and ring corners—12 inches instead of 4½. Incidentally, this added feature cut out most of the "mud" that regularly settled at the bottom of the water legs on top of the mud ring and required frequent use of the blowoff cocks.

Another new item he introduced in this new motive power design was the outside dry pipe. You should know that with the conventional locomotive type boiler and the steam throttle located in its dome, the "dry pipe," so to speak, carried the steam forward through the front tube and into the superheater header. This so-called dry pipe was actually not so dry. It ran right through the area of turbulence above the boiler tubes. Then, too, much delay occurred between the opening and closing of the throttle valve, when located in the dome, and the actual response at the locomotive cylinders—from throttle to saturated side of the superheater, through the superheater, and on to the piston valves at the cylinders.

The outside dry pipe—a large tube attached to the steam dome—carried the steam through the entire superheater, both saturated and superheated

Photos from collection of Mrs. Marjorie Smith, Paine Creek Rd., Brewster, Mass. 02631

ter had to be rather substantial to carry the second pair of wheels. With a little strengthening at the hinge casting, we were able to come up with a set of drawbar and safety-bar angles that were reasonable as well as radial buffer angles we could live with. We didn't dare neglect the stabilizing effect of the radial buffers. Those of you who have ridden in steam locomotive cabs will understand why.

The riding qualities of the passenger cars back on the train also were im-

ton & Albany Division. As this newcomer was first used in the scenic Berkshire Mountains, we called it the Berkshire type.

The addition of two feet of firebox length provided not only a large area, 100 square feet, for improved firing capacity but also a firebox heating space of 284 square feet, not including the arch tube areas of 53 square feet, to improve the steaming capacity. And to supplement still further the effect of water circulation over the

sides, then to the multiple valve throttle located in the outlet side of the superheater header. This gave a direct contact with the piston valves that produced much snappier engine performance.

Aside from the exceptional steaming ability of the Lima A-1, there were problems attendant upon the increased firebox overhang and its four-wheel articulated trailing truck. In fact, the boiler steaming was improved so greatly that, according to the Associa-

tion of American Railroads method, a total boiler horsepower was obtained as follows:

Firebox heating surface of 284 square feet plus arch tubes heating surface, 53 feet, made a total direct heating surface of 337 square feet. At the rate of 80 pounds per square foot, the evaporation equaled 337x80, or 26,960 pounds per square foot. With the 20-foot tube length (90 2¼-inch diameter and 204 3½-inch diameter), the tube and flue heating surface equaled 4,773 square feet. At the rate of 9.2 pounds per square foot of evaporation, 4,773 multiplied by 9.2 made 43,812 pounds per square foot.

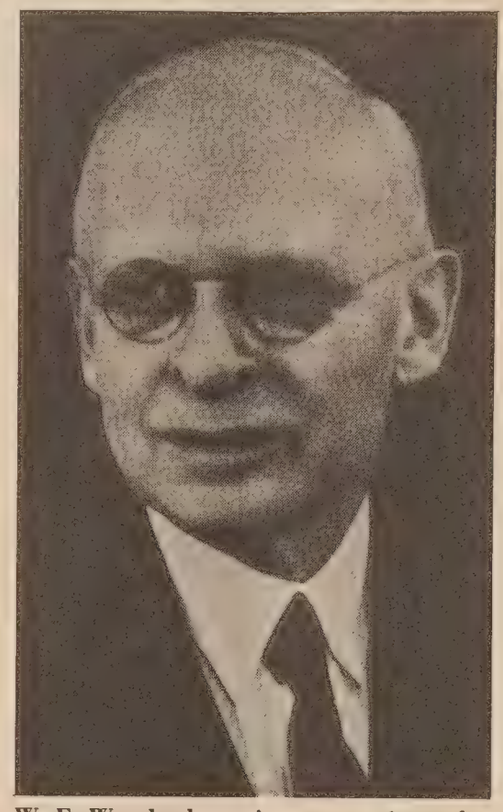
As for evaporation, there were 26,960 pounds per square foot plus an additional 43,912 per square foot of tubes and flues. The total was 70,912 pounds per square foot, with an 8 percent increase for feedwater heater, 5,670, making a total of 76,542 pounds per square foot. Then for a boiler pressure of 240 pounds psi and 250 degrees of superheat we have 18.1 pounds per hp, or 76,542 pounds of evaporation and 4,230 boiler horsepower.

Some readers may find this data too technical, but it is all in the record.

From the preliminary layouts made in Mr. Woodard's office in New York, we were able to fit in the maze of booster, injector, feedwater heater, and air brake pipes—around the stoker trough between engine and tender. Although the swing of the drawbars and the radial buffer was held to reasonable limits, the side swing of the rear end of the firebox was larger than usual. Thus the heart-shaped rockers ordinarily used at this point swung so far each side of center that the rocker actually became a roller with teeth, riding on inclined planes. This provided the centering effect needed to keep the back end of the locomotive steady while curving.

Then, too, the ashpan under the enlarged firebox was made up in two parts: deflectors attached to the bottom of the mud ring and a hopper fixed between the truck frames, with a wide flare on top to catch the ash droppings.

Performance-wise, a study was made of the operating requirements to fully utilize the power developed by the boiler. Theoretical indicator cards and Zeuner diagrams determined the required port openings in full gear and working cut-offs, etc. The Baker valve gear, which was standard on the New York Central System, had been designed to give maximum port openings. The cylinders were designed with long sweep curves in the steam and exhaust passages. Then limited cutoff was added to the cylinders to insure maximum use of the steam's expansion. The mechanical engineer of the Pennsylvania Railroad invented the feature. It set the maximum cutoff in full gear at say 60 percent instead of 85, allowing for expansion of the steam of 40 percent instead of 15 percent of the piston stroke.



**W. E. Woodard, motive power giant who launched super-steam locos, in 1930s.**
Collection of W.L. Withuhn, 123 Linden Ave., Ithaca, N.Y. 14850

Carrying forward still further, according to the same AAR method, the A-1's cylinder performance was as follows: Tractive effort at 60 percent limited cutoff equalled 69,400 pounds. The booster's tractive effort (also with limited cutoff) was 13,200 pounds, making the total 82,600 pounds. Then with a boiler hp of 4,230, the projected miles per hour operation was 27 with only the engine and with the booster to utilize full horsepower capacity.

The actual performance of this first super-power steam type, the Lima A-1, so far exceeded the calculations by the AAR method that a listing of the engines, immediately following its introduction, is far more convincing, especially to railroad buffs, than test reports or operating statistics.

Since the A-1 was built in 1925, many features of its design were quickly adopted in subsequent orders. For instance, the 2-10-4's which Lima built for the Texas & Pacific in 1927 included all of them except the outside dry pipe. This, you should note, was omitted simply because the alterations necessary to the boiler design would prevent future change over to conventional construction. In fact, this seems to have been the only objection ever raised to the outside dry pipe.

Then in 1928 Lima built 25 more units without the limited cutoff for the Boston & Albany. This was because B&A intended using the new units in high-speed freight service. A year later, Erie bought the first of a series of 2-8-4's, including 25 from American Locomotive Co., 35 from Baldwin, and 45 from Lima.

Starting in 1930, Lima's parade of super-powers continued as follows: 2-8-4 built in 1930 for the Missouri Pacific; 2-8-4, 1935, Detroit, Toledo & Ironton (repeated in 1939; 2-8-2 type in 1941 and 1944); 4-8-4, class J-3, 1935, Chesapeake & Ohio (repeated in 1941); 4-8-4, class GS-4, "Daylights," 1936, Southern Pacific (repeated in 1937, '40, '41, and '42); and 2-8-4, class N-2, 1937, Pere Marquette (repeated in 1941 and '44).

From collection of Mrs. Marjorie Smith, Paine Creek Rd., Brewster, Mass. 02631

**Detroit, Toledo & Ironton Berkshire 700, built by Lima in Dec. 35, had 63″ drivers, 25x30″ cylinders, 63,250 lbs. t.f.**

View of the great Lima Locomotive plant, looking north, shows test tracks, scale house, foundry, NKP and B&O tracks.
From collection of R.E. Percy, 313 Singleton Ave., Lima, Ohio 45805

In the two-bay erecting shops of Lima was assembled with greatest care the first super-power locomotive, the creation of designing genius. Picture shows other locos in process of construction in well-equipped plant.
From "Photographic Impressions of Lima Locomotive Works, Inc."

Also 2-10-4, class J, 1937, Kansas City Southern; 4-8-4, class 0-20, 1938, (Wisconsin Central) Soo Line; 2-8-8-4, class AC-9, 1939, Southern Pacific; 4-8-2, class L-38, 1940, New York Central System (repeated in 1942, L-4B; add 81 in 1943; used on *20th Century, Pacemaker,* and *Commodore Vandebilt*); 2-8-4, class S-2, 1941, Nickel Plate (repeated in 1942, two lots in 1943); 2-6-6-6, class H-8, 1941, Chesapeake & Ohio (repeated in 1941, '43, and '44); 2-8-4, high-speed, 1943, Richmond, Fredericksburg & Potomac; and 2-6-6-6, class AG, 1945, Virginian.

Not all of the above locomotives had all of Woodard's features, but most of them had at least enough to rate in the "Super" classification. Also note the introduction of the new type 2-6-6-6, Allegheny type, Lima's biggest project.

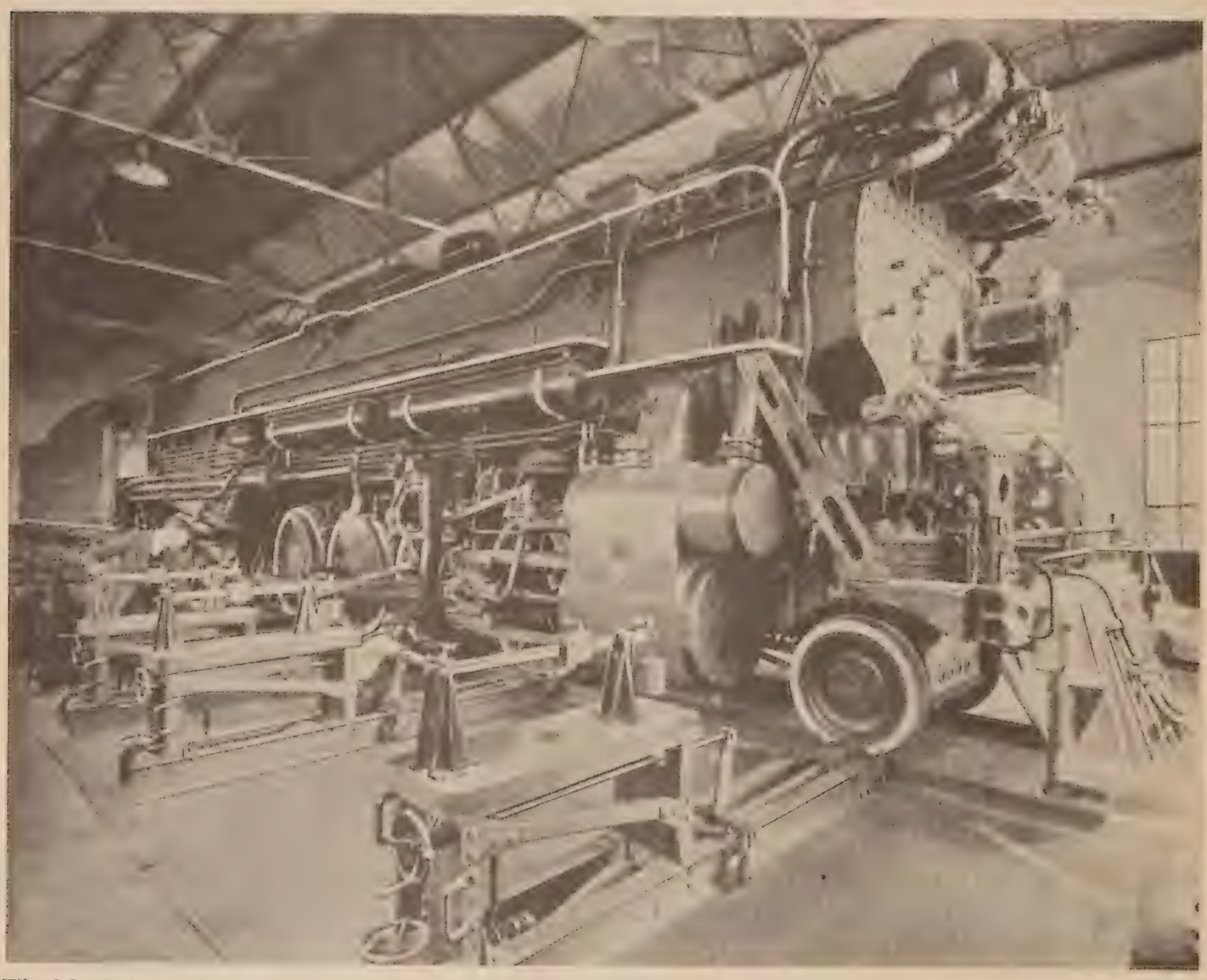
As soon as the A-1 went into service on the B&A, much testing was done, particularly to establish whether or not more tonnage could be hauled, and so on. This data was never published outside the industry. Even so, the Lima A-1 handsomely earned its title of the "first super-power steam locomotive," with the bonus of ease of handling and snappy control.

So without a lot of dry statistics, the best testimony is the industry's quick response to the design features promoted. And with the introduction by Commonwealth Steel Co. of a Delta four-wheel trailer, for railroads which preferred not to carry the draft of the locomotive through the trailing truck, super-power was on its way by all members of the "Big 3," Lima, Alco, and Baldwin.

Now I am going to tell you more about W. E. Woodard and his major contributions to locomotive engineering, namely poppet valves and valve gear. These items became known as the Franklin system of steam distribution and were incorporated into the design of the Pennsy's famous T-1, the ultimate in super-power.

HOW MUCH more efficient the super-power steam locomotives were than the original Lima A-1! I refer particularly to the Pennsy T-1 rather than the conventional piston-valve locomotive with link-motion valve gear. But first let us consider how the poppet valves came into use in America.

Back in 1933, Mr. Woodard as vice president in charge of engineering at the Lima Locomotive Works was enjoying the success of his earlier invention, the Lima A-1, the original super-power steam locomotive. Seeking a way to improve still further his earlier machine,



**Wheel loads have taken on great importance in this view. Locomotives were kept strictly within limits imposed by the track structure, with Lima's fine loco scales weighing accurately the largest super-power steam engine then being built.**

**Before any locomotive left Lima, she had to run to the satisfaction of a corps of technicians who were far more critical than any railroad. Over long test track the engine was run back and forth until each part functioned as it should.**

his thoughts centered on poppet valves for quicker, or sharper, action of the steam to the main pistons of the engine—i.e., even better performance.

At that time, in Europe, a few locomotives built with poppet valves in place of piston valves were actuated by Walschaert valve gear. As was typical of steam engines, almost any arrangement of linkage to slide a valve back-and forth over port openings would work after a fashion. Remember the toy engine set that some of us used to play with when we were kids—vertical boiler with alcohol burner? It has a one-cylinder engine and a fly-wheel, a cylinder oscillating at one end over a steam port hole. Not too scientific, but it worked. The European jobs worked too, but not with the efficiency required by American railroads.

As I recall those early days, I can still see that good-looking, blond, dynamic personality come striding toward my drafting board and greeting me with: "Say, Jim, see what you can get out of this." He'd pull up a stool beside me, make a sketch, then settle back and fill his pipe with tobacco, while I tried to grasp what he had in mind. I remember the pipe because even then I was trying to kick my own cigarette habit.

"You know, Jim," he said, "in Europe the locomotive builders have made a few applications of poppet valves and run them by Walschaert valve gear. They work pretty well, but let's see if we can't do it a little better."

Knowing Woodard and how he worked, I realized that in order to accomplish what he wanted I'd have to dig pretty deep. He was confident from our having worked together on the Lima A-1 super-power steam locomotive and from my having specialized in cylinder performance and valve-gear design that I would understand what he was after. He must have surmised from our days back at Alco, when he caught me loafing around O. W. Young's valve-gear model, that a little of Young's know-how had rubbed off on me and that I could build a model for our adventure.

By this time I was getting quite a kick out of developing theoretical indicator cards of steam action in engine cylinders for the desired piston performance, by means of the Zeuner diagram to determine the necessary port openings, as well as the other way round. Those of you who have studied engineering will understand what I mean. We'd been doing this right along at Lima, so here was another nice set of conditions to work with. So I had the boys in the machine shop build us a valve gear model with variable length rods and levers and with micrometer adjustments around the cam shaft and cam arm section.

Fortunately, I'd had enough experience in laying out radial link valve gears to know that in squaring up the gear in running cutoff (say 25 percent cutoff) there would be a certain amount of out-of-square in full gear (say 85 percent cutoff). Of course, in full gear the out-of-square was not too important, due to the comparatively slow motion of the locomotive under this condition —slow-speed drag in full gear.

Also fortunately, I could appreciate what a trick it was going to be to get the same accuracy of performance (port openings at cutoffs) on a cam shaft lift of, say one inch. The said lift would operate going and coming, as we used to say—up the face to open the valves and down the face to close them.

BOTH HERE and abroad, many steam engines had been built with poppet valves for stationary power plants. These were usually operated by Corliss valve gears. It was obvious from the very beginning that so much rigging was impractical for locomotive work. In fact, after much "Edison engineering"—cut and try—we found that we'd need not only two separate intake and two exhaust valves for each cylinder but also separate complete valve gears for intake and exhaust. All this brought us right up to what kind of "animal" we'd have with two complete Walschaert valve gears on each side of the locomotive.

Woodard was quick to suggest that we compress the valve gear into a box-like structure, about the size of a Westinghouse 8½ c.c. air compressor, and place it in the center of the locomotive, with levers and arms taking in the locomotive motion and delivering it to the cam boxes above the cylinders. But we still had the nightmare of two eccentric cranks and eccentric rods on each side of the locomotive to combine with the crosshead motion.

That is rather technical, but the upshot was that my loafing around the Young model paid off again. The patented Young valve gear, which had then been applied successfully to a number of locomotives, was designed around the principle of no eccentric cranks. The delay of the left crank was used as eccentricity for the right side, and the advance of the right crank as the eccentricity for the left side. As you probably know, the righthand crank lead was standard on all railroads except the Pennsy. This principle of Young's valve gear—doing away entirely with the eccentric cranks on the main pins—let us design the gear box with a practical number of crank arms.

At this point the project was turned over to the Balmar Corp. in Baltimore to build a pilot model. Balmar was the engineering and manufacturing side of Franklin Railway Supply Co., which in turn was a subsidiary of Lima Locomotive Works and was also under Woodard's engineering direction. Mr. Woodard hired a young engineer named Julius Kirchhof, formerly with the Debeg Co. of France. He brought to us a lot of European know-how and much personal expertise in the design and construction of cam-driven poppet valves. By introducing intermediate levers, both intake and exhaust, the one-inch cam lift can be made to produce a two-inch valve lift. Sensitivity of the lift (and closure) of the cam face remained, but the steam flow through the double-beat poppet valves increased greatly.

One exception to the setup is the heavy coil springs used to back up the valve spindles and tappets which keep the cam rollers snugly against the faces of the cams. The springs' capacity was not considered too important at first, so very light springs were built into the test model.

Upon my return to Balmar to check out the test model with Woodard, everything was fine until we speeded up the action to simulate high-speed performance of the locomotives to which the device was to be applied. Then the valve events went haywire—nothing like the events we had laid into the gear. But the stroboscope which Woodard borrowed from Johns-Hopkins University in Baltimore allowed us to observe what was happening.

Interestingly, the quick action of the rollers on the cam faces, required of high-speed performance, posed another problem—that of holding the roller tightly against the cam contour at high speed. So we "designed in" substantial back-up springs to keep the rollers snug against the cam faces at speed.

VALVE DESIGNS, too, were very critical. They were machined out of alloy steel blocks, but because of high-speed performance they again had to be very accurately machined to balance properly—alloy steel because of the high pressures and high degrees of superheat for super-power performance.

Then, to prove the worth of all our efforts, I returned to Lima to convert in our shops one of Pennsy's famous K-4-s's No. 5399, into a poppet-valve locomotive. After removing the old valve gear and cylinder casting, we applied a new cylinder, especially designed for such an application, and the complete Franklin system of steam distribution.

We placed the valve gear box ahead of the cylinders. This application to the front of the cylinders was necessary for Pennsy locomotive No. 5399. Unlike practically all other railroads in the United States, Pennsy standard practice was left-hand lead—referring, of course, to main crank pin positions. This reversal required turnaround application of the valve gear.

Experiences while conducting road tests of the 5399 were told by Raymond P. Delano, mechanical engineer of Franklin Railway Supply Co., who conducted them.

"This was the day," he said, "when we were to find out if the changes that had been made to K-4-s engine 5399 would be effective enough to challenge diesel power. . . . The staccato bark of the exhaust, pumping the flue gas up the stack, became sharper as the cutoff was shortened. The valve gear worked beautifully and I began to sense the power of our 3000 horses. . . . But 5399 went five mph faster than any others of her class, and she showed a good increase in horsepower with less steam. . . . We set a record that day, and had the satisfaction of a task well done."

Those last seven words also sum up the way I feel about my life work and particularly my association with W. C. Woodard in the development of super-power steam locomotives. ●

**Kansas City Southern 2-8-4 No. 905 left Lima in July, 1937, for Missouri valley service.** Collection from Mrs. Marjorie Smith, Paine Creek Rd., Brewster, Mass. 02631

# JOHN R. TAIBI

[illegible]EMAN HUBBARD

**D&H Alco PA's 18 and 17 snake along above Willsboro Bay in upper New York State on Montreal-Whitehall fantrip in 1974.**
Photo by John R. Taibi

**John Taibi in his darkroom, May, 1974. He does his own b&w photo processing.**

HIS MAJOR CLAIM to distinction in our field is a small quarterly magazine entitled *The Lensmen* that John R. Taibi edits and publishes, filling it with nothing but the best amateur railroad pictures, his own and others, that he can lay hands on, while paying a modest sum for contributions received from subscribers.

"Too many railfans only *take* from our hobby," John explains. "I decided to *give* something to it. So in 1972 I began putting out a periodical displaying the work of shutter-clickers that doesn't get into the larger publications. I try to make *The Lensmen* the kind of journal that fans will look forward to receiving because of its quality and contents. Like most new magazines, it got off to a slow start. I had to publish the first three issues at my own expense—and you can imagine the bills for slick paper, halftone engravings, typesetting, binding, distribution, and postage, not to mention time and labor.

"The next six issues were paid for mostly by subscriptions from all over the country and orders from hobby shops. Present circulation is about 1300 copies a month. I hope it will grow considerably when *Railroad Magazine* readers learn more about *The Lensmen*. I expect to stay in this business for many years. It is my interpretation of our hobby and an outlet for my love of railroading."

John is sensitive to criticism. "It is easy for a fan to find fault with someone else's photo, but why doesn't he take the time and effort to send me a better shot than the one he condemns? Is he equally impartial in judging his own work? And can he praise as well as criticize?"

After our *Interesting Railfan* has been in the magazine field for as long as we have, he'll be used to criticism and have a hide like an alligator's that no barb can penetrate. Right now, it seems to him that everybody has a different idea

**Shortline serenity on the Norwood & St. Lawrence R.R. at Norfolk, N.Y., in Sept. 1971 as a member of the crew picks up waybills and heads to flag the crossing.**

Photo by John R. Taibi

**Ex-Reading 4-8-4 No. 2102, dolled up as D&H 302, blasts out of Nay Aug tunnel eastbound on the EL with a Memorial Day weekend railfan excursion in 1973.**

of what is good photography. If someone sends John a photo he can't use, and encloses a self-addressed stamped envelope for its possible return, he will send it back with a brief explanation of why it is unsuitable. Sometimes a photo is poorly printed but looks promising. In such cases, he may borrow the negative and make a nice reproduction himself.

John's birth date, June 9th, is famous in railroad history. On that date John Stephenson, the pioneer locomotive builder, was born in 1781 near Newcastle-on-Tyne, England; the Montreal & Lachine, the first railroad to enter Montreal, was chartered in 1846; the first long-distance fast run, 144 miles in 172 minutes, was made in 1852 between New York City and Albany over a line that later became part of the New York Central; in 1881 the Canadian Pacific bought the Canada Central Railway to form part of its transcontinental system; and in 1947 John Taibi began his pilgrimage through life at Hempstead, N.Y., on Long Island.

The Taibis are of Italian-Czech ancestry. John's father was a post office employe. In 1955 the family moved to Brentwood, a more rural village, with Long Island Rail Road tracks through its main street. At that time John was in the third grade of a public school just across the street from the station. Watching diesel-powered trains pull into and leave the town, he kept wishing that some day he would see a steam locomotive.

Later on, he played baseball in a little league and then on his school team. While his older brother Richard was becoming known for his brains, John's fame and prestige hinged on his batting average. Our future railfan did not like the comparison. It created sibling rivalry. Around that time he began taking railroad pictures, using his father's old Argus 35mm camera. He had seen both *Railroad* and *Trains* on a newsstand, and one of the two magazines gave him the idea; he doesn't remember which one. There was no railroader in his family tree, except that his father had worked a few months for the New York subways.

In 1960 John began taking lessons on the accordion, preferring classical and swing music, and acquired such proficiency that "he could make a comfortable living at it if he wanted to," says his friend Pat Faivre of Webster, N.Y. And John tells us: "I really enjoyed that squeeze-box. It enabled me·

to get away from everything else and unwind. Sometimes I played it two or three hours a day. For a while I wanted to become a concert accordionist, but never did."

In his later teens he worked for five summers in a machine shop at Cuddebackville, N.Y., with a boss who had been best man at his father's wedding. "That fellow looked like a typical village smithy," John recalls. "I've seen him hold onto a piece of metal so hot that his callused hands would burn and smoke! We worked from six a.m. till 5 p.m. and then after supper, would do odd chores around the place until dark. I remember wishing we had more daylight time so we could do more work."

How many guys today ever express such a wish? Anyhow, while he was employed at Cuddebackville, John became interested in the old abandoned Monticello branch of the New York, Ontario & Western. He hiked over most of it from Valley Junction to St. Josephs and delved into its history. But during his senior year at high school he barely "got by," giving a minimum attention to his studies and not doing any school homework at all that he can recall. He did learn about love, though, at age seventeen. One fact he discovered was that his girl friend couldn't put up with his bad temper. After a few arguments she left him, never to return.

**D&H rural depot at Willsboro, N.Y., on line to Rouses Point in April, 1971.**
Photo by John R. Taibi

**John and his wife, Rose, at christening of their daughter, Claudine, in Oct. '73. They have a son, whose name is John.**

"I still have the temper," he ruminates, "but am learning to control it. I used to get mad when I couldn't do various things I wanted to do, and I still don't like to be kidded in a belittling way. By flying off the handle, so to speak, I have lost several friends; but I never hold grudges."

You are frank and honest, John Taibi, more so than most people, and we respect you for it.

After graduating from high school and working first for a manufacturer of games and then at Brentwood Post Office, he was drafted into military service and joined the U.S. Air Force in June, 1966. He was then engaged to marry a Brentwood girl. While he was down in Texas for basic training, she and her mother made detailed arrangements for the wedding without consulting him.

"It was bad enough having the Air Force trying to brain-wash me," he recalls, "but this pre-arranged wedding deal was just too much. I went along with it until a few hours before the knot was to be tied; then I blew up and cancelled the whole thing."

After training, he was sent to Dover Air Force Base in Delaware as an air freight handler with sergeant's rank. He helped to load just about all types of cargo on military and civilian aircraft from canned food to bulldozers, from rifle ammo to 10,000-pound bombs, and from live animals to dead human beings in Vietnam. That's right, Vietnam. From February, 1968, to February, 1969, he was stationed with the 15th Aerial Port Squadron at Da Nang Air Base. That period saw some of the fiercest fighting in the entire Vietnam War.

"Some of those natives didn't deserve to have us Americans there," he comments. "All that many of them wanted to do was raid our tents and steal C-rations. But one good thing happened to me there. I ordered a copy of *Diesel Spotter's Guide*, and when I got it I became so enthused with railroad picture-taking that I could hardly wait to return to the States. Meanwhile, I bought a few cameras in Hong Kong and photographed Vietnam trains. At length, back in the U.S.A., I met Sam Reeder and took a one-day fantrip with him. That was the beginning of our long friendship.

"My final tour in the service was at England Air Force Base in Alexandria, La. Its small air-freight section worked only one plane a day. So when my C.O. learned of my hobby interest he assigned me to the base railroad. We had a 45-ton GE center-cab locomotive and usually one or two boxcars a day from the Texas & Pacific interchange to switch around. Dave McCulley was the engineer. I did just about everything else. That was the high point of my military career and I was never late for work.

"Once, after dropping a car on the siding and going back down the main line, we were chewing the fat and had forgotten that we had left a switch against us. Well, sir, I spotted it at the last minute, Dave dumped the air in a flash and we slid to within an inch or two of splitting the switch! Dave looked like a ghost and I suppose I did, too."

This A.F.B. assignment gave John the chance to photograph trains over much

of Louisiana. He met a fellow railfan named Glenn Anderson. With him and Harry Boudreaux, John traversed that state, also Arkansas and Texas, shooting rail pix. In Arkansas they rode a steam train of the Reader Railroad (now abandoned). Usually Harry rode the engine, No. 1702, while the other two fans chased and took photos.

"One time," says John, "Harry and I were on the train when it stopped to switch an oil refinery. Eager to get a few action shots, I jumped off—and landed knee-deep in oil-muck mud! I didn't think Harry would ever stop laughing."

Glenn worked in the base photo lab and taught John how to print photos. The latter soon learned that whoever processed films and prints could make or break a good photographer; so he vowed that when he got out of service he'd have his own darkroom and do his own finishing. Honorably discharged from the A.F. in April, 1970, he headed back to New York in his Volkswagen loaded with rail relics he had collected in Louisiana. Then he and Sam Reader got together for a photo trip of the run of steam engine 759 over the Erie Lackawanna to Binghamton. This was John's first sight of steam on a major mainline in America. It excited him so much that he could hardly work his camera.

After that, he went back to his old job at the Brentwood Post Office, living a bachelor's life in his parents' home and going away to take photos whenever he could. From a photo credit in *Railroad Magazine* he met John A. Scesny of Medford, N.Y. They because close friends. While admitting that John Taibi is hot-tempered and stubborn, Scesny says his good traits—honesty and dependability—far outweigh his bad ones, adding: "He is highly critical of his own work, both in *The Lensmen* and in other publications."

Our hero met Rose Marie Klauschke, a German-American girl with friendly blue eyes and brunette hair dyed blonde, the sister of Scesny's wife. They fell in love, were married on March 24, 1973, and had a railfan honeymoon on Cape Cod. The enraptured bridegroom took photos of the Narragansett Pier Railroad, the Providence & Worcester, the Fore River Railroad, and the Grafton & Upton. Their home address is Box 486, Brentwood, N.Y. 11717.

"Rose doesn't get turned on by the railroad hobby," he admits, "but she knows I thrive on it and so she puts up with it. We have two children: a daughter Claudine and a son John Michael. Somehow I still manage to get away on railroad picture trips for at least four or five days a month."

Railfan No. 140 uses a medium format camera, a 2¼x3¼ Graflex Century 23, because he prefers to work with large negatives and is convinced that it produces better-quality photos than a 35mm. He processes all of his own black and white film and prints. If he doesn't think one of his prints is up to par, it never leaves his darkroom. He has thrown into the garbage many photos that less exacting fans would have kept.

"For me," he says, "rail photography is a combination love affair with railroads, picture-taking, and travel. I like action shots, including those of railroaders at work, and especially night scenes, but can appreciate almost any type of rail photo that is sharp and shows good contrast, if it really shows something and is not faked or too obviously posed. To follow this hobby effectively takes time, attention to details, practice, patience, and some understanding of how the carriers operate. You need trip after trip to capture the right mood and setting.

"Many unusual things happen on these trips, such as my Volkswagen breaking down at crucial moments, or chasing a train on one road and ending up on the tracks of another road waiting for the same train. Of the 5000 or so photographs I've made, I prefer those shot on the EL between Suffern and Binghamton. Also, I like very much my pix of Delaware & Hudson PA's, which I consider to be of classical design; and I find short lines exciting."

John is large, handsome, and well built: six feet two, weighs about 200 pounds, has brown hair and brown eyes. He describes himself as " a strong-willed extrovert who doesn't pull any punches, likes to have his own way, and is too much inclined toward getting into arguments. I'm gentle when I am treated well, but mean when I am not."

His library includes 121 books pertaining mostly to eastern railroads, plus almost all issues of *Railroad Magazine* since 1944, and *Trains* dating back to the early '50s. He also subscribes to *X2200 South, PC Railroader, Railroading,* and *Rail Classics,* and reads *Railroad Model Craftsman* and occasionally *Model Railroader.* He belongs to the O&W Technical and Historical Society and the Erie Railfan Society.

His brother Richard's wife, Marge, of Cheektowaga, N.Y., says: "John is devoted to railroad picturetaking. He often leaves in the early morning to photograph a particular train in special light. Late in the afternoon, after following it from one station to another, he comes home and asks, "What's to eat?', followed by a detailed description of light and weather conditions and the day's great train chase."

He eats just about anything, makes fast decisions, is neat and orderly, and relaxes by smoking a pipe. His photos have appeared in *Railroad Magazine, X2200 South, PC Railroader,* and *Trains,* and, of course, in *The Lensmen.* The last-named has 16 pages, 8½x11", and is issued quarterly at $3.50 a year. Back issues and sample copies, $1 each.

One contributor to *The Lensmen,* Ed Fulcomer of Canon City, Colo., writes: "John has never published a rail-girl photo. If he ever did, I would question his sanity. He has a particular dislike for crooks. Once he was on a picture-taking trek with a fan who said he had spotted something he'd like to steal from railroad property. John was driving his Volkswagen that day. He told the guy to take it if he wanted to, but that if he did he'd have to walk home with it."

Another occasional companion of these photo jaunts, Jim Muller of Greene, N.Y., became acquainted with John when he was in the U.S. Air Force. "Later," Jim says, "I was surprised at the distances he'd travel on week-end picture trips. John is a kind, warm-hearted person who lives up to his word. As for *The Lensmen,* I think it would be even better if it included some text matter in addition to its photos and captions."

A group of three dedicated fans usually meet for railroad nights each Friday. These men are Dan Mulhearn of Holbrook, N.Y., a county police officer now working on highway patrol, and John Scesny, an air-conditioning specialist, and our current *Interesting Railfan.* At these get-togethers, they show slides, look over photos, engage in model railroading, or sometimes merely "shoot the bull."

"John Taibi is extremely knowledgeable," Dan tells us. "No matter where he is driving, he always seems to know which side street to turn down to get the best pictures of the rail scenes we're aiming to photograph. His mixture of intelligent railroad buff with good camera man, plus the easy rapport he is able to establish with railroad workers,

results in pleasant and fruitful fantrips. "Now and then he goes in for model railroading. He has done some beautiful paint jobs on diesels, freight cars, and cabooses lettered for his own New York & Oswego Midland layout."

Still another of John's many friends is Sam Reeder of Munnsville, N.Y., who works for a plastics die-molding company. Sam says: "A railphoto trip with John is well organized from the starting point to the last shutter click, and consequently is delightful. Important details are planned ahead, usually with the aid of an *Official Guide* and a *Rand-McNally Atlas*. Alternate ideas and routes also are thought out, should the original plan prove impractical. By careful planning, John invests his time and expenses in such a way as to yield the best possible results.

"Sometimes rain spoils things. At this point the warm and friendly John Taibi grumbles a bit, puts a 'water filter' on his lens, and we slog along through the puddles. One of his pet peeves is the fellow on a fantrip who won't stay in the photo line-up, waiting his turn, or will force his way into it at the last moment, possibly ruining someone else's efforts. If a verbal message doesn't get through to such a person, John is likely to march straight up to the guy to tell him off. Since John is large, impressive-looking, and outspoken, the confrontation usually has the desired effect.

"John is a demon for getting to that one best location for *the* picture of the day. I believe he'd even wreck an automobile (mine if necessary) to reach that spot ahead of a train. One such place was on a steep muddy incline we had to climb. After several fruitless attempts, he reversed for a quick run at the hill, backing right into a big rock that forced his exhaust pipe back into the muffler! But we got to our goal in time for a good photo. 'Well worth it,' he said with a grin.

"Another time, on a descending dirt road, we crossed the tracks and went on down to turn around. Immediately in front of us was a slushy huge snowdrift. John eyed it warily. Then over it he went. Down at the bottom there was no other way out, so he turned around and did an encore. This time the heavy slush slammed over his car roof, but he got through and saved us a very long walk.

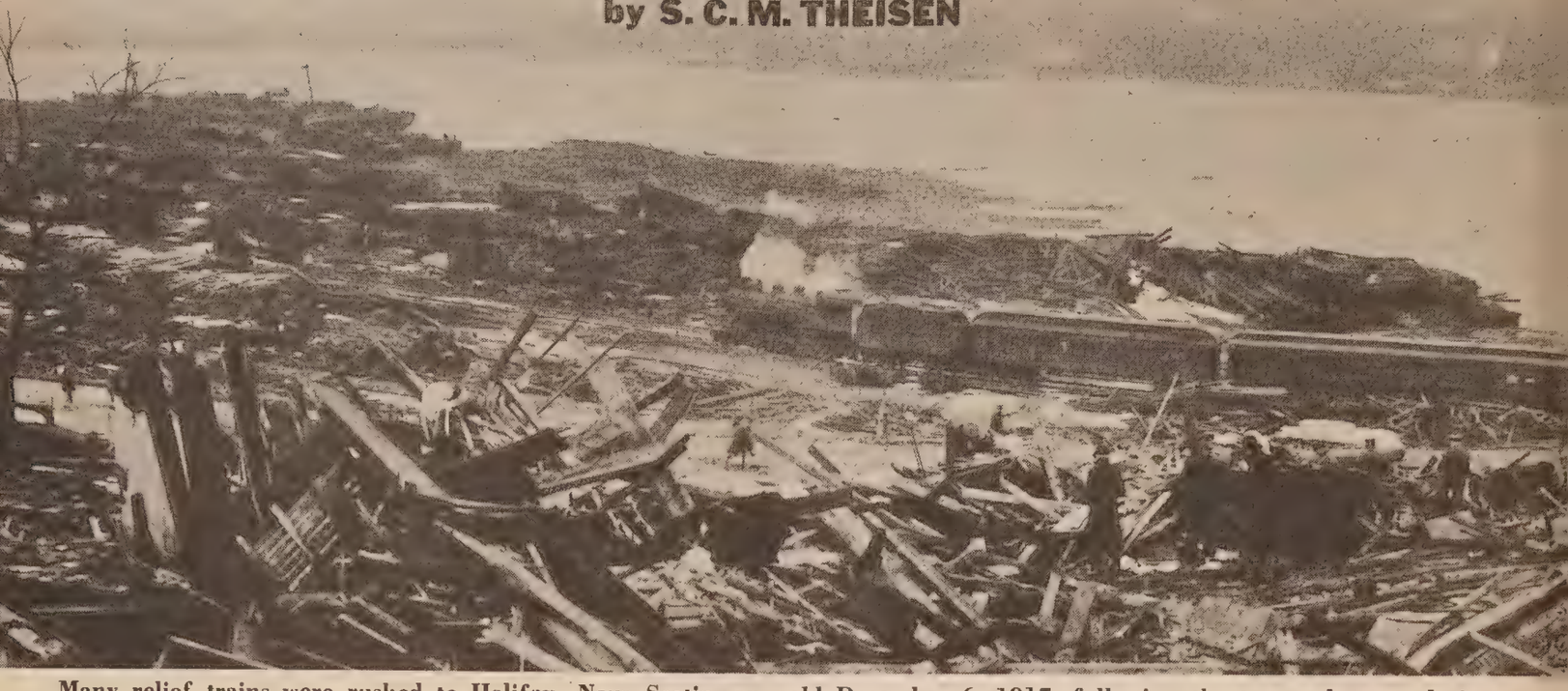
"Summing up, I'd say that if I could have picked a kid brother for myself, I'd have voted for John." ●

Photo by John R. Taibi

**Norfolk & Western eastbound four-car local about to cross Penn Central-Erie Lackawanna tracks at Marion, Ohio. The AC tower is certainly a busy place, since the traffic from four railroads cross here, in this scene on a hot June 8, 1973.**

# The Most Exciting Day in My Life

by S. C. M. THEISEN



**Many relief trains were rushed to Halifax, Nova Scotia, on cold December 6, 1917, following the tremendous explosion.**
Photographs from The Public Archives of Canada

INDELIBLY etched into my mind is the memory of pulling the first train to the area of the disastrous wartime explosion which rocked the city of Halifax, Nova Scotia, at 9 a.m. on December 6, 1917. The blast occurred as the result of a collision between two ships in Halifax harbor in the narrows almost opposite Richmond station. One ship was the *Mont Blanc,* a French munitions carrier on her way from New York with a load of 3,000 tons of TNT. The other was the *Imo,* a Norwegian vessel loaded with relief supplies. The impact killed more than 1,600 people, injured approximately 5,000, sank many vessels in the harbor, caused maybe $50 million property damage, and rendered some 20,000 men and women homeless.

At that time I worked for the Intercolonial Railway (now part of the Canadian National) and was the engineer on a mixed train out of Bridgewater, N.S., bound for Halifax, with C. W. Simmons as conductor. We did not know that anything was wrong until we arrived on the passing track at Hubbards about 9:45 a.m. to meet the express from Halifax, but we soon learned. A mile east of Hubbards I got a good view of the sky over Halifax, which was about twenty miles away. I saw in the sky a tremendous column of black smoke and above that a weird, terrifying mushroom of white smoke.

"Come here quick," I called over to my fireman, Abe Hunt. "What do you make of that?"

"Must be a major conflagration in the city," he said solemnly.

We kept watching it, entranced. At Ingramsport, the first telegraph station east of Hubbards, we were held five or ten minutes for train orders. Then we went on to French Village, the next telegraph office. There we were given the news of a tremendous explosion in Halifax harbor and instructions to proceed eastward with extreme caution from Bowers station (now Timberlea) as far as South Western Junction. When we got within a mile of Bowers, at the north end of Governors Lake opposite the Seven-Mile House, we could smell the smoke fumes blown toward us from the explosion.

There being no obstructions on the track thus far, we kept going with caution. Upon reaching the city waterworks dam, three miles west of South Western Junction, a man from the Intercolonial Railway roundhouse at Willow Park flagged us to a stop and said the magazine at Wellington barracks was on fire and unless it was put out soon there would be another big explosion, worse than the one which had started all this trouble.

After a huddle, we decided to remain where we were while conductor Simmons walked to South Western Junction to find out what chance we had of reaching Halifax that day. As his parents were living near Richmond station, he was understandably anxious about their welfare.

One of our passengers, a surveyor from Lunenburg, criticized us sharply for staying where we were; but we overruled his suggestion that we run to the city without further investigating the conditions there. We took it for granted that if it were safe for us to proceed toward South Western Junction, the conductor would send a railway section man to notify us.

While we were waiting for over an hour, refugees escaping from the city streamed excitedly along the railway line. Some were badly injured. Our trainmen set up a first aid station in the baggage car to care for those who needed help. Hundreds of men, women, children and their dogs and cats, in various kinds of vehicles, kept hurrying away from the stricken city along St. Margaret's Bay Road, about 100 yards south of the railroad line. A large number also were walking, on both the road and the railway tracks.

When at length we learned it was safe to proceed as far as the Junction, we went there with no trouble. That place was located at Africaville, about two miles north of North Street station and it had an Intercolonial operator on the job. Our regular mixed and passenger trains proceeded from South Western Junction to North Street depot over the southbound track and from that depot to the Junction and over northbound rails to the crossover. Regular and extra freights entered at the Junction while extra freights arrived and departed Richmond yard at the crossover.

After leaving the Junction that morning, we ran to within ten yards of another junction, Willow Park, but could go no further because the line from this point to North Street depot was strewn with wreckage. In fact, the

**Some of the distruction in the Halifax railroad yard after the blast that killed many Intercolonial and other rails.**

ground from South Western Junction was wet with water from the harbor, blown there by the terrific blast. The passengers unloaded from our train; then the trainmen ambled down toward Richmond station to look things over. They saw several houses on Campbell Road afire, great tongues of fire shooting skyward. Soon they came back in company with William Duxbury, the locomotive foreman at Willow Park roundhouse, whose home had been destroyed and his wife, four children, and their maid killed. Sadly he went with us to Willow Park to see about turning our locomotive so we wouldn't have to run tender-first to Bridgewater.

When we got to the roundhouse, the only man on duty was Wilson Conrad of the shop staff and he helped my fireman to service our engine. In those days locomotives of both the Intercolonial and Dominion Atlantic could be turned on the wye at Windsor and get water there.

Upon our arrival back at Willow Park Junction, our train was made up and we were told that we'd be held till 8 p.m. for any refugees who might wish to make the trip to any point along the line to Bridgewater without having to pay fare. Also, we were instructed to stop at any point between, as well as at the regular stops, to set down passengers.

Ours was the first regular train due to reach North Street station following the explosion, but because of the delay outside South Western Junction we did not arrive until after the morning train over the Dominion Atlantic from Kenville had pulled up at Willow Park Junction and left with a load of refugees bound for Windsor Junction. A train from Truro containing doctors, nurses, and regular passengers arrived at Willow Park Junction shortly after we did.

H. A. Pickering, the Intercolonial division superintendent at Halifax, who was working in the Halifax railway yard at the time, said about 200 cars were destroyed. The force of the explosion blew some of them into the harbor, some over to Dartmouth, and others onto the highway.

Adding to the general woe, a severe storm hit the area that night, piling up a heavy snowfall that caused more trouble for disaster victims, rescue workers, and railway men. So violent was the wind that it broke windows in many houses, blinding some occupants with bits of broken glass.

Additional people perished from being trapped under fallen debris in the blazing buildings. Among the other casualties were several Intercolonial employes killed in Richmond yard and near the North Street depot.

The destruction extended from the waterfront as far west as Windsor Street. Relief crews were rushed to Halifax from all Intercolonial division points in Nova Scotia and New Brunswick to clear up the mess and repair the damage to railway property. It was some time before the rails were cleared of debris and ready for normal traffic. Meanwhile, all provinces in Canada and some of the northern states in the U.S.A., especially Massachusetts, responded nobly by sending medical men, nurses, food, and supplies for the victims of the Halifax explosion.

Years ago I retired from railroad service, but I still look back, far back, to December 6, 1917, as the most exciting day in my life. ●

**Hard hit was the Richmond yard area and between South Western Junction and North Street depot. Note half-buried loco.**

# PASSENGER TRAIN SURVEY

RECENT ICC stipulations designed to improve passenger service led to approval by the Department of Transportation for Amtrak to start meeting its needs. One was for $110 million of new equipment, including six French-built Turbotrains. The Budd Co. got an $81 million order for 200 stainless-steel railroad passenger cars to be delivered in 1975-'76. Budd already had a $24 million contract for 57 cars.

EFFECTIVE July 10th, the Richmond, Fredericksburg & Potomac will not handle passenger trains north of the Potomac River and into Washington Terminal, and so notified Amtrak on June 10th. This could mean that Amtrak has at least temporarily stopped running its New York-to-Florida trains, although the embargo may have been lifted before you read these words.

The RF&P action is attributed to Amtrak's "arbitrary and unreasonable refusal to compensate RF&P fully for out-of-pocket expenses" for use of the terminal and related track facilities. Amtrak owes RF&P several hundred thousand dollars. U. B. Ellis, an RF&P counsel, said Amtrak's only alternative to the "bridge line" service apparently would be to make a deal with Penn Central and the Baltimore & Ohio.

RF&P tracks end at the south side of the Potomac. From there to Washington Terminal the tracks are owned by Penn Central. The terminal itself is owned jointly by PC and B&O. The RF&P operates over those facilities into the capital under a contract made in 1907. For this news we thank our long-time friend L. P. Cummings of Lancaster, Pa.

THE PRESENT POLICY of relying largely on the railroads to inspect their own track and roadbed is "like hiring the fox to inspect the chicken-coop."

So said Anthony Haswell, chairman of the National Association of Railroad Passengers, addressing the House Committee on Interstate and Foreign Commerce, sharply criticizing the Federal Railroad Administrator's statement that 40 track inspectors were sufficient for the nation's entire railroad system of over 200,000 route-miles.

"In contrast," he added, "the Postal Service recently ran an advertisement proclaiming that 1,700 inspectors were employed to protect the public against mail fraud. While mail fraud is certainly an evil, very few, if any, persons have ever been killed or maimed by it."

According to Federal records, track-related accidents rose 38 percent last year, with 29 persons killed and 342 injured in derailments during the first ten months of 1973. Preliminary data for the rest of the year and early 1974 indicate derailments are increasing. There were 64 passengers injured in the first two months of 1974, compared with only one in the same period in 1973. The primary cause of derailments is defects in or improper maintenance of tracks and roadbed.

Haswell said America has "the worst railroad lines of any industrially advanced nation" and that only the Federal Government could remedy this situation. Part of the problem, he explained, is due to the poor financial condition of some railroads, and part is a result of excessive dividend payments and diversification into other businesses.

"Congress will be doing a real service if it can persuade the diversifiers to get out of the railroad business and apply their financial talents in areas where there will be less adverse impact on the public," Haswell urged.

He said Congress will have to help finance track and roadbed improvements for bankrupt and near-bankrupt railroads, but that "in any event, Congress should not give the railroad industry one more dollar of Government money or credit unless and until it places the railroads under a specific legal duty to fix up their track."

THE FIRST real expansion of commuter rail service for Maryland commuters is a new four-coach train, sponsored by the Maryland Department of Transportation and now serving Montgomery and Frederick counties on the B&O's Brunswick line. The state is paying all of its operating expenses.

"After we get Federal aid," says Harry R. Hughes, transportation secretary, "we will begin an extensive improvement program that includes rehabilitation of cars and refurbishing of stations; but we do not expect the Federal money until midsummer."

A FEDERAL grant of $4,274,080 goes to the North Suburban Mass Transit District of Skokie, Illinois, for improving Milwaukee Road commuter service to Chicago's northern suburbs. Two new diesel locos and five new bi-level rail coaches will be bought, while six obsolete stations will be razed and replaced. Also included are the purchase and installation of a centralized train control signaling system and the equipping of all trains with two-way radios. The State of Illinois will pay one-fifth of the total project cost. Four of the new cars will replace vehicles in daily service since 1942; the fifth will make extra seats available to passengers. The new locos are needed to add two rush-hour trains in both morning and afternoon.

**"Tickets, please!" Conductor Paul Baringer of New Hope & Ivyland punches ticket for Nancy Graham of Princeton, N.J., on recent trip in ex-CNJ coach hauled by Montreal-built ex-CN 1533.**
Paul S. Stephanus, 212 Walnut St., Montclair, N.J.

Meanwhile, commuters read their daily newspapers as trains speed them to and from their jobs. Each workday some 15,000 people make such a round trip on the Milwaukee Road in the Chicago area. Naturally, they can read a lot of newspapers. And when they arrive at their destinations, many passengers leave their newspapers on the train. Concerned about the nation-wide newsprint shortage, one train rider wrote to the railroad recently suggesting that newspapers left on the trains be collected and recycled.

But C. E. Curran, general car foreman, had the same idea months ago. Each day his people at the Western Avenue coach yards in Chicago clean the commuter coaches. Newspapers discarded by passengers make up most of the refuse removed from the cars.

For many years these newspapers

were carried away with the other trash cleaned from the cars. Meanwhile the demand for scrap paper has been on the rise, and so has public awareness of the paper shortage.

So Curran called a local paper stock supplier and arranged to have all of these old newspapers saved in a steel container next to the car cleaning track. When the container is full, he calls the paper company. The old container is promptly removed and an empty one is returned in its place. Although the railroad is paid for the scrap newspapers that are picked up by the paper company, Curran says that the sale price is not really important.

"We think we're doing something good for the whole country by recycling these papers," he says.

JUNE FIRST marked the end of the last passenger train on the Northern Alberta Railways between Edmonton and Dawson Creek, laments John Cooshek, 455 W. 26th Ave., Vancouver 10, B.C., Canada. It was dropped because of increasing losses in revenue. NAR had been serving an average of 2,000 passengers a year, which, according to general Manager Ken Perry, "didn't even pay for the diesel fuel." The road's peak for passenger service was the war year of 1943, when it had 318,000 riders. Even now, a mixed train is carrying passengers between Edmonton and Fort McMurray (waterways). Which brings up the question: who can tell us how many mixed trains still operate in North America, and where they run?

**One of the world's most advanced automatic revenue collection systems is now being installed on the Illinois Central Gulf in the Chicago area. A vending machine makes change and sells 21 different types of tickets. Route map on front panel lets you select your destination and cost by pressing a button. An automatic gate will take specially electronically coded tickets. It is expected the entire system will be in full operation within next two years.** Cubic Corporation, San Diego, Calif.

WHEN the *Champion* pulled up at Clearwater, Fla., last April 20th, it was so long that it had to stop twice at the same station. One man wisecracked, "The rear of the train is still at Dunedin"—but, of course, it wasn't. The conductor announced that the train would move further along and stop again as soon as all passengers were off the front cars. Then, using his walkie-talkie, he issued instructions to the engineer, who rolled her 500 feet or so and halted the second time, to let people leave the rear end. Has any other reader observed a case like this?—John Hoffman, 73 Lexington Dr., Dunedin, Fla. 33528.

AMTRAK issued nearly 120,000 rail travel passes last year to retirees and widows. Each one is valid only for 1974, but is renewable. No rail tickets will be issued for expired passes. The exact date is shown in the lower right corner of your pass which expires on the last day of the month shown. Make sure it has not expired. You must obtain Amtrak form 93 from your railroad office where you got the original pass application. Complete the form and return it to the railroad office, which will then forward it to Amtrak.

CLAUDE S. BRINEGAR, Secretary of Transportation, predicts Amtrak will have an operating loss of about $160 million this year.

"Despite a 30 percent increase in ridership," he says, "Amtrak's revenues of about $240 million will be offset by expenses of nearly $400 million." He also finds it "extremely difficult" to foresee the conditions under which Amtrak could repay $300 million in loans already guaranteed by the Federal Government and another $200 million that is likely to receive a Government guarantee soon.

IF YOU EXPECTED ten people for dinner and 25 showed up—and this upsetting situation occurred day after day—you'd wind up with a messy household and a lot of unhappy guests. That's exactly what's happening to Amtrak, the nation's railroad network, besieged by travelers during the current motor fuel shortage.—Leonard Scandur in New York *Sunday News*.

EACH ONE of the Long Island's 1,123 passenger cars is now air-conditioned, the diesel trains getting power from twin-engined diesels used on the east end. One engine pulls the train while the other engine provides electrical power to run the lighting and air conditioning.

The 80,600-pound car 7016, last of the road's non-air-conditioned equipment, faces an uncertain future. It and its fellow vintage diesel coaches were

delivered to the LIRR between 1921 1927. They may be sold to tourist attractions, to out-of-state railroads, or for scrap.

REMEMBER the luxurious private railroad car in which General Eisenhower barnstormed the nation in his 1952 presidential campaign? Last November, that car, No. 90, made its last journey—via piggyback—from New Hope, Pa., to a Reading Railroad siding in Fort Washington, Pa. A mighty crane lifted it from the track onto a flatbed truck. Then it was hauled a half-mile to Fort Washington Industrial Park, where it joined three other Victorian-era cars that constitute the Coach Inn.

Pennsy built car 90 at its Altoona Shops in 1913 for Samuel Rea, then president of PRR. Its furnishings included a solid brass-front fireplace decorated with gold leaf, the first fireplace designed for a railroad car. Also solid brass lights and fixures, marble-topped cabinets, tables and sinks; plush parlor furniture, and elegant dining and sleeping facilities.

Various railroad brass collars used the car before it served in the 1952 Republican campaign. The car was kept for Eisenhower's use until 1958, when it was retired. Finally, John A. Meyer Jr., owner of the Coach Inn, bought it from Penn Central.

AMTRACK'S failure to provide a lounge car on the San *Francisco Zephyr*, as advertised to be in the consist and required by ICC regulations, was challenged by Stephen Q. Lannes, 3750 Elston Ave., Oakland, Calif. 94602, in Oakland district court. He had ridden the train April 5th and 6th, four days after the ICC requirement for a lounge car, etc., was issued; and he won the case. The judge ordered Amtrak to refund his $66 railfare and pay the court costs.

COMMUTERS will not have to take any more long walks through the congested underground passageways of Chicago Union Station if the proposals made by the West Suburban Mass Transit District are carried out. District chairman Glenn W. McGee says that WSMTD, in an application for $54 million in Federal and state funds, outlined its plans to:

(1) Build commuter entrance and exit routes between the tracks and Madison, Monroe, Jackson, and Van Buren. (2) Give commuters an additional option of negotiating a short walk from the tracks to the Congress Street subway station or the proposed Monroe Street distributor subway. (3) Build the bus and taxi terminal over the trainsheds. (4) Provide additional tracks and platforms, and a centralized traffic control system.

BACK in 1926, someone hung a sign high on a building across the street from the Victorian-era depot in Lancaster, Pa. In letters 18 inches tall the sign urged visitors: "Don't judge our city by our railroad station." Three years later the Pennsy built a showpiece in that city—the present passenger facility on McGovern Avenue—which exemplified the railroad's pre-Depression optimism and looked like an adjunct to Jay Gatsby's mansion.

Today, some people would like to display that same sign again, reports Jack Brubaker, a staff writer on the *Lancaster New Era.*

From certain angeles, actually, it is difficult to view the Amtrak-Penn Central station at all. Various grasses and weeds have not been cut this year, so the station's front lawn stands four feet high. Bulbless light poles rust in that grass. An extraordinary amount of winter litter still covers the property. Except for several carefully trimmed red rose bushes, foliage grows wildly all over the lot.

In its continuing orange-brown corrosion, the steel canopy at the entrance to the huge brick, cement, and marble building suggests what the rail rider will find inside. With the filth of years obscuring the large skylight in the main waiting room, everything looks gray. Paint is peeling from the ceiling. Broken windows have been taped shut. Brass covers are missing from several radiators.

Every time it rains the concourse roof leaks. Huge chunks of plaster fall with the water. Nearly half the area has been roped off to keep passengers out of the mess. Much loose plaster has been stripped from walls and ceiling to prevent a sudden bombardment of passengers' craniums, but light plaster sifts down all day to dust the floor.

Before the gasoline shortage spurred a huge growth in train travel this year, relatively few people walked through that dust. Now hundreds must walk beneath the falling plaster every day. This situation, unhappily, could be duplicated in many train stations. ●

**Crossing tender looks over Reading commuter car at Ambler, Pa., in April '74.**
Photo by Bob Storks

# TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

**Lehigh & Hudson River No. 26, C-420, with a sister from Lehigh Valley, at an unknown location on June 1, 1972. It could be somewhere in Pa., N.J., or N.Y.**
Photo by Martin Stanely Zak

MILWAUKEE ROAD on June 16th dieselized its entire Rocky Mountain Division, a rugged pathway through Montana and Idaho. That division was the last holdout of the 10,200-mile system's once-vital electrified operation. Now, for the first time, diesel power runs all trains on the Chicago, Milwaukee, St. Paul & Pacific. While some employes and many juice fans mourn the change-over, "scavenger" crews are methodically removing the overhead catenary and the trolley feeder line on the 440-mile stretch of mainline trackage between Harlowtown, Mont., and Avery, Idaho. This job may take as long as a year and a half to complete.

For years, fast freights powered by diesels have been operating the entire distance between Chicago and Seattle/Tacoma without the need to change locomotives anywhere en route. Other diesel-pulled trains had been using electric motors for auxiliary power on the Rocky Mountain Division. Over in the State of Washington, the Coast Division was fully dieselized more than two years ago; and in February '73 the management decided to phase out its remaining electrified service. Since then, about 75 percent of the catenary and trolley feeder line on the Coast Division has been dismantled.

The relatively small group of Electrical Department employes directly affected by the end of electrified operations are covered by a wage protection agreement. Says Worthington L. Smith, president of the system: "We hope to find other jobs on the railroad for them."

IF YOU live near the Norfolk & Western—which takes in a lot of territory—look out for a bright new paint job on SD-45 No. 1776. This is another gaudy red, white, and blue patriotic scheme, following the lead of the much-publicized Seaboard Coast Line U-36B also numbered 1776. Roanoke rolled out her SD-45 for public inspection on May 9th; now she's in regular freight service.

WE'VE HAD many comments on the Southern Railway's absorption of the Norfolk Southern, but none of them pointed out the interesting fact that this move makes the big road's trackage rights over SCL redundant. Prior to the NS takeover, the Southern reached Norfolk, Va., via its branch line from Raleigh to Selma, N.C., then over SCL main to North Rocky Mount and over an SCL branch to Pinner's Point (Portsmouth, Va.). According to Dave Rossiter, the Southern ran for years through his home town of Tarboro, N.C., thus affording a relief from the continuous sight of SCL's ancient GP-7's.

A NEW BOOK from Wayner Publications, Box 871, Ansonia Station New York, N.Y. 10023, should prove irresistible to both Santa Fe and diesel fans. Entitled *Santa Fe Diesels and Cars*, it includes some fine photos (all black and white) of rare diesels, also passenger and freight cars and maintenance of way equipment. It is really a super-photo-album, with good captions, but no text which doesn't apply directly to the pictures. The book has fine, heavy, coated stock and a soft-cover. It pictures such rarities as No. 90, an Erie-built F-M passenger unit; both Whitcomb and GE 44-tonners and No. 2602, a large Baldwin DT-66-2000.

Bob Wayner, the editor and publisher, didn't want his book to be a pictorial roster; so he offers only a sampling of ATSF power; but he does present 40 models. There are also old and new passenger cars, ordinary and exotic freight cars, and some unique m. of w. equipment. In all, an excellent work, particularly for model railroaders interested in the Santa Fe. At $7.95 postpaid from the publisher, from *Railroad Magazine*, or from your local hobby shop, it's a very good buy.

DICK SIEVERS, a Californian, says the Southern Pacific's remaining C-630's (there are 14), as well as the 27 still-surviving C-628's, have been reclassified as switchers, losing their transition switch gears. This means the locos are connected in series only, limiting their speed to 25 mph. Renumberings come out this way: the C-630's had been 7800-7810 and 7813-7814, are now 3140-3153. The C-628's had been 7100-7114, 7116-7120, and 7122-7128, but are now 3110-3136. The SP's Hardy Street Shops in Houston, Texas, are doing the work, most of which has been completed.

Units outshopped so far are assigned to Englewood (Houston), Avondale (New Orleans), and West Colton Gravity (as opposed to "hump") yard in California. Avondale's units also see service on transfers across the Huey P. Long bridge in New Orleans.

Furthermore, SP is again aiming to replace its F-M Trainmasters in commuter service. It now has four SDP-45's on these runs on the Peninsula, and has been trying out TM 3027 at West Colton Yard. Dick says it's possible the management may be thinking of converting their TM's to yard slugs, such has Norfolk & Western has done.

ACCORDING to James Kube, 306 E. Pine Ave., Roselle, Ill. 60172, the Green Bay & Western should now be operating two of its rebuilt RS-3's, the 305 and 308. Both were rebuilt with 12-cylinder 251 prime movers and are now rated at 2000 hp. The management calls them RS-20's. Two more RS-3's—namely, 306 and 307—were slated for work in late 1973. One of them might be completed by now. Norwood Shops in Green Bay is doing the job. Another line involved in the same Alco-rebuilding program is Toledo, Peoria & Western.

THE FIRST of EMD's new model MP-15 is Missouri Pacific 1530; and Richard L. Schmeling, 3801 S. 40th St., Lincoln, Neb. saw 1532 and 1533 there on April 28th. It surprised him. MP's branch from Lincoln to Union,

Neb., has been subjected to MP's oldest and most decrepit power. The new units have plows on both ends. Dick says they'll be used to replace GP-7's in Nebraska and northern Kansas. Our correspondent, who has helped this column with fine photos of Union Pacific power, is looking for a negative or slide showing an Alco T-6 switcher. Fans specializing in Penn Central or N&W, please note. In fact, anyone living at Roanoke could easily shoot an N&W T-6.

MISCELLANY. Last May 9th the Baltimore & Ohio had two strangers in Cincinnati—Northern States Power No. 3, a GE industrial-style 45-tonner with side rods, and a drab, cement-covered, woebegone Alco S-2, lettered "LCZ 127" in spray-can scribbling. The NSP 45-tonner was coupled into a B&O train bound for the KDI Corp. in Louisville. The old Alco had no plates, but under the cement and grime you could detect the remnants of painted-outlettering, "Western Maryland." This then, was WM's 127, the last 244-engined switcher on the roster, leased to a cement plant in her declining years. "LCZ" is a scrapper's mark, possibly Luntz or Luria Bros., obviously a write-off. Too bad! She was good in her day.

Curt Shoemaker, of 1001 Breckenridge Dr. 105, Little Rock, Ark., recently saw four Lehigh Valley Baldwin switchers (S-12's and S-8's) being hauled to Mt. Vernon, Illinois, for Precision National. Three of them were 230, 243, and 141.

Gary Zeitler, Box 2876, Tulsa, Okla. 74101, spotted Pittsburgh & Lake Erie 1234, an EMD, in a Frisco freight at Valliant, Okla., bound for the Texas & New Orleans RR. at Craig, Okla., where he says the engine will work for Weyerhaeuser Paper.

Naporano Iron & Metals scrap yard in Newark, N.J., has cut up numerous locos, both steam and diesel. Ray Hakim, president of Bergen County Railfan Society, who lives at 21 Clauss Ave., Paramus, N.J. 07652, sent me a list of units he spotted there last April and May. Included were three Seaboard Coast Line Alco RSC-2's, a Norfolk & Western F-M H-12-44, a Santa Fe H-12-44, three Erie Lackawanna Alco S-2's, a Delaware & Hudson RS-3, Youngstown Sheet & Tube S-8 No. 882, and VO-660 No. 1003.

Later: four more SCL Alcos and a strang thing: three ex-Reading RS-3's, numbered 1533-1535, which Ray claims are lettered LNE—possibly the Lehigh & New England, which folded in the early 1960s. Reading took over part of that road, but I never heard they lettered any units LNE. Ray also mentions seeing Jersey Central RS-3 No. 1701, which he thinks might be the last unit in the old yellow-striped paint scheme.

HERE is a note from Chuck Clayton, 4 David St., Brownsville, Pa. 15417, a Monongahela Ry. engineer. He saw a report in a past issue that CP Rail was having trouble with leased P&LE U-28B's numbered 2808-2811. He says the Monongahela leased P&LE 2809 and 2810 to replace the famous old Baldwin sharks 1205 and 1216, and they are giving the road a bad time. I'd like to know what trouble these units cause on other lines that they don't cause on P&LE. Can't they breathe the clean air of CP's plains or the relatively clean atmosphere in the western Pennsylvania mine country? Having spent four years in Pittsburgh, I kind of miss its hydrogen sulphide, sulphur dioxide, and all that. Chuck hears that both of the sharks have been sold to someone in Cooperstown, N.Y. Could it be the Leatherstocking Lines?

CORRECTION. It's a builder's photo (not plate) of ATSF Erie-built No. 50 that is owned by Marvin Sutherland, 5742 Creekbend Dr., Houston, Texas. Somehow I printed the erroneous report that he had a builder's plate. Prospective buyers can stop calling him.

YOUNG RAILFANS, male and even female, don't despair! You might some day become a locomotive engineer. Penn Central has two fellows, one 24, the other 26, operating diesel locos in Maryland. Both graduated from PC's Engineer's Training School. And you've all seen the photo of a good-looking young lady hogger that this magazine published in May. A cab ride with Christine Gonzales, if available, would be worth standing in line for. Penn Central says there's a shortage of engineers and the field is wide open. We'd like to hear from other roads who offer similar encouragement to aspiring Casey Joneses.

TO GET a copy of the booklet, *Laws, Rules, and Instructions, for Inspection and Testing of Locomotives Other Than Steam,* send 70¢ to the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

EIGHT members of the Alaska-Yukon Chapter of NRHS washed, cleaned, and replaced glasses in engine No. 1000 at the Alaska Railroad shops, getting her ready for the Anchorage Museum, reports *The Moose Gooser,* the chapter's newsletter, Box 2248, Anchorage, Alaska 99501.

Art Purchase, chief mechanical officer, writes: "The work got under way early in the morning of April 7th when Jack Klingbeil started removing paint which the railroad had sprayed over the numbers and the painted word "retired" on the loco. Jack also removed broken glass from the cab windows. Then Bill Thomasson and I began cleaning and replacing glass. The railroad had spotted No. 1000 next to the enginehouse, where we could get water and steam to wash her.

We had help from Norval Kane, Burrell Speith and his wife Karren, John Haas, and Walter Lewis. By the time we quit at about 5:30 we had washed and steamed the engine, and replaced most of the glass. The number boards were taken off so new glass and numbers could be put in. This was done the following week."

BACK in 1963, Alco Products embarked on what was to be their last effort at keeping competitive in the diesel locomotive market. The company had been trying to drum up acceptance of its new 251-series prime mover since 1954, and with the final 244-engined RS-model in 1956. Alco came out with radical new designs seemingly every year. The old S-line switchers and RS hoods had proven their reliability and were a familiar sight far and wide. In Feb. 1956 when the RS-11—the 1800-hp replacement for the RS-3—hit the rails, a new Alco image was born.

In Canada, the Montreal Locomotive Works designed engines for Canadian use that carried various model numbers and looked slightly different from their U.S. brothers, but the day of the DL hoods had come. It began to be hard to accurately identify Alco hoods. Model numbers and specification numbers didn't gibe. For instance, both model numbers RS-11 and RS-36 were spec DL-701. Later, air intakes were changed in production, with no model change, evidently due to air intake difficulties. The tired and true Alco automatic shutter system was in need of change.

This brings us to the centralized air intake system and the introduction of the Alco Century line, the last big push before that great builder was squeezed out of the market in 1969. First two models were Century 424 and 420. The 424 appeared two months (April to June '63) prior to the 420.

Our model this month is the Century 420, commonly known as the C-420. This loco, spec DL-721A, is a 2000-hp unit with a B-B hood, featuring a turbocharged 12-cylinder 251C Prime Mover. Its general layout is very similar to the RS-11 that preceded it, with the main exterior difference being in the centralized air intake grid behind the cab on top of the long hood and the low fixed-grid radiator opening at

**Monon's only high-hood C-420's carried steam generators and were used on the Thoroughbred; shown at S. Hammond, Ind.**
David P. Kornfeld, 2030 Bellmore Ave., N. Merrick, N.Y. 11566

the end of that hood. The strange Alco "notches" appear in a modified version only at the top end of the long hood. There are no carbody air filters.

Options include high or low nose, steam generators, and high-capacity fuel tanks. Long Island illustrates the high-capacity tank. Most C-420's are low-nose models, with three exceptions. (1) All of Long Island's 30 units (Nos. 200-229) are high-nosed with steam generators. (2) Monon 501 and 502 (now on L&N) are high-nosed with steam generators, although L&N uses them in freight service only and may have removed the steam equipment. (3) N&W 413-420 are high-nosed, as per railroad order, without steam generators. Long Island's 222-229, their last units, ride on the new Hi-Adhesion trucks.

The roster of C-420's includes some rather obscure roads and a few merged into larger systems. Owners are: Erie Mining, 3 units; Lehigh & Hudson River, 9 units; Lehigh Valley, 12 units; Long Island, 30 units; L&N, 18 units; Mississippi Export, one unit; Monon, 18 units; NKP, one unit; N&W, 8 units; Seaboard, 27 units; Piedmont & Northern, 2 units; SCyT (Mexico) 2 units; and Tennessee Central, 2 units.

Seaboard Coast Line inherited both the SAL and the P&N units, except SAL 126, which was wrecked and scrapped before merger. Both the Monon and the TC units are now on L&N. The NKP's lone unit, 578, is now the only low-nosed C-420 on N&W, No. 2578. The SCyT's two units are on another Mexican line, the Sureste. At least one L&HR unit is now working for Essex Terminal RR. All told, 131 C-420's were built. At last count, all but one (SAL 126) is still operating.

The largest single operator of C-420 today is L&N, which added Monon's 18 units and TC's two units to their own 18, for a total of 38, topping Long Island's 30 by only 8 units. Long Island remains the most interesting C-420 operation—all 30 with high-noses, steam generators, and in frequent commuter service. All other C-420's pull freight, and their relatively low horsepower in today's 3000-hp market often puts them in secondary services.

L&N 1300 and 1301 are assigned to DeCoursey Yard hump and local switching service, while ex-Monon units have been spotted in road freight lash-ups, including the two high noses. Norfolk & Western no doubt has used C-420's into Clare Yard here in Cincinnati, but I haven't been lucky enough to spot one.

Also: I have never seen a photo of Mississippi Export 63. A final question: What purpose do the two slanted air foils serve on the sides of Long Island C-420's? They seem to be placed only in front of the air horns—something to do with keeping wind out of the horns? Aside from that, the caption for the photo of six Penn Central C-430's in our May issue erroneously read "C-420." Compare that picture with the ones shown here.

AFTER spending a recent weekend in Winston-Salem, N.C., with the NRHS Chapter there, I offer a capsule report: Southern will *not* add dynamic brakes to Norfolk Southern GP-18's and 38's, but will high-nose them and modify the control stands for bi-directional operation, not add another stand as I had been led to believe. This news comes from a Chapter member who works for the road's Research and Engineering Dept., Motive Power, in Atlanta.

Motive power policy for road trains: either four B-B or three C-C units will be used, no mixing of the power. You may have noticed that while watching Southern Railway trains. General Electric seems to have a definite sales problem with Southern, for reasons unknown; but the system leans almost exclusively on EMD power. The remaining Alco RS-3's are being traded in as they come up for repair.

In two days of chasing around Winston-Salem, Greensboro, and Spencer, we saw the following SR types: EMD NW-2; SW-1500; Alco RS-3 (four of them); EMD GP-30, 35, 38, and 38-2, and EMD SD-24, 35, 45, and 40-2. Also the SR's last F-units, FP-7's, on the Piedmont (four per train). A fine surprise was Norfolk Southern GP-18 No. 12 southbound out of Spencer leading three Southern GP-30's and 108 cars. Also in Winston-Salem we observed N&W GP-9, GP-18, and SD-35, and SCL GP-30, GP-35, GP-40, and U-36B No. 1772, just four units from the 1776, which would have been too much to

**Long Island Rail Road's C-420's are the only units currently hauling passengers. Here is No. 219 at Oyster Bay, N.Y., relaxing in sun on Oct. 28, 1973. What are the two "airfoils" just ahead of the horns? Note plow pilot, and also that when this loco idled, both forward sanders were still operating and may still be, if that mound is any criterion.**
Paul C. Hunnell, 12213 Gregory St., Blue Island, Ill.

hope for. I did see a piggyback trailer lettered "Family Lines" and have since spotted a Family Lines boxcar here on the L&N. Could we be getting a new image on SCL-L&N-Clinchfield-Georgia-A&WP locos?

SALISBURY, N.C., is a typical community just south of Southern's big Spencer Yard. You know Spencer. That's where engineer Joseph A. Broady was trying to get to on Sept. 27, 1903, "at ninety miles an hour," when he rolled "Old 97" off the high trestle north of Danville, Va., and was immortalized in song. Spencer today is a big yard and shop town. Southern's busy Washington-Atlanta main slices through it. Salisbury has an impressive station, just north of which the Asheville line heads westward into the forested mountains. The *Asheville Special*, No. 4, links the two towns on a triweekly basis. The *Piedmont* runs daily on the mainline; the flagship *Crescent* stops only if it has to. A total of three passenger trains a day. Here in Cincinnati, reputedly the nation's third largest rail center, we have only one!

While spending three hours at Salisbury on a Saturday I saw eight trains —seven freights and the *Piedmont*. All must cross a major road just south of the yard. It is well that a bridge has been built down by the depot, because at one time a northbound freight waiting to get into the yard cut the town in half for a good 30 minutes! Nobody seems to care. One guy sat there complacently in a 1965 Chev the whole time with his motor running. Once they got lined up, freights were in and out quickly. A set of four GP-38's which had come north went right back southward within the hour, with the same crew! In my opinion, things look healthy on the Southern, both freight and passenger service, particularly in North Carolina.

My ride home was via the Piedmont to Charlottesville, Va., and then on Amtrak's *George Washington*. The *Piedmont* is like you'd want all coach trains to be—on time, clean, and comfortable. I boarded it at Greensboro in a driving rain with about 20 other passengers. Its FP-7 No. 6142 and three other units got away before we even sat down. The ride was smooth and if we traveled very fast it wasn't noticeable. The 12 piggybacks tied to our tail restricted speed to a 65 mph maximum—that's still better than the 55 on the highways.

At Altavista, Va., we crossed the old Virginian Railway on a bridge, beneath which a cut of N&W hoppers was being switched. Lynchburg station was packed to overflowing; we gained about 40 riders, reminding me of the "good old days." At Monroe we gained still more. Monroe, of course, is the crew-change point where Broady got his orders on Old 97 seventy-one years ago. Now it has a small yard, engine facility, and station. We were on time at Monroe and right on it to the minute at Charlottesville. An Amtrak train was due in an hour, but a problem arose. Chesapeake & Ohio GP-38 No. 3872 and four other units had fouled the main with a heavy ore drag. They had to back out of the way for the *George*, which rolled in grandly behind the Chessie System's E-8 No. 1471 and Amtrak's E-8 No. 205.

I was slated for bedroom A in *Bobolink*, a 1954 B&O Pullman, one of the last of the line and a very fine car. I was mentally prepared for the worst, as this is regarded as one of Amtrak's "trouble trains"; but all went okay, even to a personable dining car crew, a real surprise.

AN UNUSUAL TRAGEDY which may well be written up in a future book about wrecks happened to Penn Central in the Cleveland Flats in mid-May. Somehow, a freight ran through protecting signals and hit the huge counterweight on an open bascule drawbridge over the Cuyahoga River. As you may know, this type of draw lifts up vertically from one end, the other end containing the massive counterbalance. When open, this solid block of metal and concrete is but three or four feet above the rails. An engineer I talked to in Sharonville said the lead unit was sheared in half, the chassis and running gear being pushed under the counterweight and into the river, while the locomotive superstructure was compressed into a block of scrap metal just twelve feet long! Three crew members "went to glory" in that unit.

KEEP SENDING diesel news to me at 821 Clearfield Lane, Cincinnati, Ohio 45240. Thank you.

STEVE MAGUIRE'S

# TRANSIT TOPICS

A NEW monorail system costing $1 million and connecting two complexes of the Pearlridge shopping center in Honolulu will be supplied by Rohr Industries, Inc., of Chula Vista, Calif. It will have two stations and a four-car, new rubber-tired train to carry up to 64 passengers. The system will run from the third-floor roof parking area of the existing center to the interior of a third-floor mall not yet built and is due to go into service when the new shopping center opens in September, 1975. The people-mover will make it easy for lazy shoppers to visit the many stores in the center. All parking spaces equally accessible to all stores.

The automated air-conditioned train will ride on an elevated guideway about 40 feet high and more than 1,000 feet long, giving passengers a panoramic view of Pearl Harbor. The trip between the two stations will take about one minute, enabling the system to transport as many as 1,920 riders each hour. This project is similar to Rohr monorail systems in use at Houston International Airport and the San Diego Wild Animal Park. Another 54-car system is being supplied for the Bronx Zoo in New York City.

THE TWO-CAR experimental train, peculiarly titled "State of the Art" cars and embodying the most advanced techniques of rapid transit, is still operating on eastern U.S. lines in an effort to evaluate its merit under varied conditions. The routing, with a stay of about a month at each location, takes the modern cars from New York to Boston, Philadelphia, Chicago, and Cleveland. Overhead wiring is necessary to run on the Cleveland Transit System, for which the cars will be equipped with pantographs. In the Chicago area they will run on the Smokie Swift service; they appear to be perfectly designed for it.

BILLY RAY STOKES, general manager of Bay Area Rapid Transit, who resigned under pressure on May 24th, has become executive director of the American Public Transit Association, a new company formed by the merger of the Institute for Rapid Transit and the American Transit Assn. in Washington, D.C. He had been getting $52,000 a year from BART, but his new job pays $75,000. However, we are not naive enough to regard salary as a fair gage of a man's worth—or lack of worth.

As Stokes had been with BART from its inception, most of its difficulties were charged to him as boss man. Only a few days before his resignation, the board of directors had split 5-5 in a vote to oust him. At the same time, 20 members of the California State Legislature had refused to approve any more funds for BART as long as Stokes headed it.

In Washington, Stokes directs the efforts of the newly-formed APTA to obtain mass transit funding from Congress. He will also run the former ATA's weekly trade magazine, *Passenger Transport*, successor to *Transit Journal* and in earlier years successor to *Electric Railway Journal* and *Street Railway Journal*. The many volumes of all of those periodicals, from the early 1880s to the present, form an almost complete history of rail and bus mass transit to the present day.

SAVANNAH, Ga., and Austin, Texas, should be added to the cities that are considering a nostalgic trolley operation on a downtown business street. Both cases involve James Bradley, an Atlanta entrepreneur and lawyer who has an option on a group of single-truck, deck-roofed trolleys now stored in Lisbon, Portugal, where they were taken out of service after the abandonment of some lines there. Those cars, built in the U.S. in 1901, are the type wanted, although their gage of 2 feet, 11 inches may be a problem. Bradley advertised in the *Wall Street Journal* last November, offering the cars for sale at $20,000 each!

**Biddeford & Saco 246, ex-Portland, Me., trolley at Saco, Maine, in May '38.**
Gordon Cousins, 4 Chicago Blvd., Sea Girt, N.J.

**A summer day in the early 1900s, looking east on King St., Lancaster, Pa. How about potatoes going at 4¢ a pound!**
Collection of Harry P. Albrecht, 40 Wilton Ave., Clifton Heights, Pa. 19018

TORONTO Transit Commission expanded its *Tourtram* service this summer, using two older Peter Witt trolleys on weekends and holidays. This called for two more of the old cars. Fortunately, TTC had given some of these to museums in past years and was able to persuade the owners to return them for the special service.

From the Halton County Radial Railway museum at Rockwood, Ont., came large Peter Witt car 2424, which quickly went into TTC's Hillcrest shops for overhaul. The Halton line is still using three more Peter Witts in its own museum operation. From the Montreal Museum at Delson St., Constant, a 1921-built Peter Witt car, No. 2300, was returned to TTC and will be overhauled. These two cars bring the Commission's fleet of older equipment to four. It already had and are using 2766 and 2894 in the special service.

CHICAGO Transit Authority had three serious elevated train accidents inside a period of one month. On April 11th, 27 persons were injured in the derailment of an elevated train as it rounded a sharp curve in the Loop. An investigation showed the motorman was going too fast. He was fired.

Eleven days later, 17 passengers were injured when another elevated train was derailed several blocks north of the earlier accident. CTA said an emergency switch failed to work.

Then, on May 10th, 170 passengers were injured in a rear-end collision of two trains on the South Side. One motorman had made an unscheduled stop and the following train ran into it. The most seriously injured victims were carried to the hospital by helicopters.

An unfortunate angle to these accidents is that the CTA does not carry insurance. It is a self-insurer and must pay the hundreds of claims out of its

own money. Since it is operating at a loss, anyway, this only increases its financial problems.

Elsewhere in Chicago, old tunnels under downtown streets that carried freight into the basements of many industrial buildings until it was abandoned in the early 1940's may possibly go back into service. They are being studied for possible use as a personal rapid transit system or a reactivated freight carrier in order to remove traffic from the congested streets of the Loop area. So says the *Order Board*, publication of Pine Creek Railroad, Farmingdale, N.J. 07727.

The tunnel includes a two-foot-gage line that was operated by the Chicago Tunnel Co. in transporting goods to and from the downtown area. Much deliveries were coal dumped into and ashes taken out of the buildings. One problem in the proposed development is that in most cases the tunnels enter the boiler rooms.

EXTENSION to Red Bank, N.J. of the electrification of New York & Long Branch Railroad south from its present end at South Amboy was assured when New Jersey Governor Brendan T. Byrne signed into law a bill authorizing it. Possibly later on, electrification will be extended over the rest of the line. Penn Central and Jersey Central trains provide NY&LB service, with PC operating under juice north from South Amboy to Penn Station in New York City.

AFTER waiting more than an hour for a route 10 trolley at the corner of 61st Street and Lansdowne Avenue in Philadelphia and seeing three trolleys pass him without stopping, Arthur Nelson lost his temper. Deciding that his problem needed quick attention, he pulled a nearby fire-alarm box. When the firemen came, Arthur said there was no need to worry, because there wasn't any fire; he was just trying to get a trolley and none would stop for him.

Later, in a court hearing, he was convicted of giving a false fire alarm and received a year's probation. The judge told him: "When you pull a fire alarm, don't expect to see a trolley. Expect to see a fire engine." Lu Cummings of Lancaster, Pa., sent us this news.

IN A LETTER inspired by E. Jay Quinby's new book on the Wilkes-Barre & Hazleton Railway, a lady recalls a hair-raising experience she had on that line. Mrs. Betty Varney, daughter of a WB&H employe, grew up in the operator's quarters at the Nuangola substation in the mountains of Pennsylvania. Her father was the engineer in charge of the sub-station, and when the line quit he bought the building for himself and his family.

**MU streetcars on a curving street in quaint old Lisbon, Portugal, April '73.**
Photograph by William T. Morgan

On July 4, 1932, Betty was coming back from a swim in a nearby icepond. Being a small tot, she tried to step up onto the wooden guard over the third-rail, but missed. Her wet foot landed right on the 650-volt hot rail! This knocked the child out and apparently killed her. A veteran coal miner named Cook, who knew about artificial respiration, tried to bring her back to life and kept on trying even after a ring of spectators who had gathered around gave up the case as hopeless. After Cook had worked over Betty for half an hour, her eyelids fluttered enough to encourage further efforts. At length she revived. And that night her father, Frank Pettit. a devout Christian, led his family in a prayer of thanksgiving.

In course of time, Betty grew up, married a man named Mr. Varney, and raised children of her own. Meanwhile, a bus line had robbed the railway of its patronage and taken over the service. But there came a time when they couldn't carry a heavy holiday overload; so the big inter-urban cars were brought back into service and the third-rail was re-energized for the occasion.

ONE MORNING recently, as reported in *Railroad Magazine*, a naked girl "streaked" on the Long Island Rail Road's 8:01 commuter train from Huntington, N.Y. She ran down the aisle and ducked out the rear door, where a friend waited for her with a coat and an auto.

This daring bit of exhibitionism would have been a "bust" if it had been tried on the Illinois Central Gulf's commuter electric lines in the suburban Chicago area. So says *Hello*, ICG's newsletter. First, the nude young lady would have to struggle with door after door in her dash through the train. Next, she might fall over somebody's briefcase in the aisle or get tangled in a trainman's microphone cord. Then, reaching at last the end of the ICG train, likely it would be a stop where the rear doors don't open. Our imaginery streaker's

final indignity probably might be to find that she was aboard a Blue Island train while her cohort with coat and auto was waiting at Richton.

GRAFFITI has become so widespread that New York subway passengers see relatively few trains that are not despoiled by ugly paint designs sprayed on the outside of cars—and often inside also. Often weak-minded kids are caught in the act of spraying the cars or possessing open paint-spray cans on subway property, which is now a criminal offense. In most cases the court orders them to clean sprayed paint from the subway trains on weekends, or else face 15-day jail terms.

To the chagrin of the the Transit Authority, however, teen-agers sentenced to weekend graffiti cleanups accept the penalty as a lark. The cleaned places just provided them with new surfaces to dirty up the following week.

Between last September and November TA cleaned all 7000 cars on the transit system of their hideous markings at a cost to the taxpayers of $4 million. The sprayed "art" that you can see on many of these cars today has been put there by vandals since that time. A new book, entitled *The Faith of Graffiti*, by Norman Mailer, covers the subject with photographs and text. Put out by Praeger Publishers, it sells for $14.95 clothbound, or $7.95 paperbound.

"TRANSIT TOPICS and *Railraod Magazine* as a whole are terrific," enthuses Ted H. Strauss, 410 44th Ave., Apt. 101, San Francisco, Calif. 94121. "I hope that in these days of so many dying publications, *Railroad* will continue to have a long, prosperous life."

GENEVA, Switzerland, operates only one tramway line, Carouge-Moillesullaz route No. 12. It is five miles long and hauls 60,000 passengers daily. That is one-fourth of the patronage on the entire Geneva Transit Company, which also runs trolley busses and diesel buses, reports Jean-Michel Leclercq, Residence Bellvue de Plan, 012200 Divonne Les Bains, France.

Route 12 uses 22 motor-trailer trains in peak hours. Business is so booming that the company plans to buy five Duwag trams from the Aix-la-Chappele (Germany) transit system. The new cars will fill the "Junction" carbarn to capacity, requiring the removal of five older preserved trams to other locations. These cars are owned by the Genevan Association for the Trolley Museum, which is looking for new quarters.

Australian Electric Transport Museum at St. Kilda, 15 miles from Adelaide, opened last March 23rd, reports Ian R. Hammond, 467 Grenfell Rd., Banksia Park, South Australia, Australia, 5091. First tram to use the 1¼-mile museum track was No. 1, the same car that made the initial run on Adelaide Tramway on March 9, 1909! The museum has six other trams, all from the Adelaide system. A Birney from the now-abandoned system in Bendigo, Victoria, which was originally an Adelaide car, has been promised to the museum. However, present operators of the Bendigo Trust's museum line are reluctant to dispose of any of their four Birneys.

The St. Kilda museum has issued a 32-page, illustrated brochure with details on its own equipment as well as a short history of the Adelaide tramway, one line of which is still in operation along a six-mile suburban track to Glenelg. If interested you can get the price of the brochure from Australian Electric Transport Museum, Box 2012, G.P.O., Adelaide, South Australia 5001.

PASSENGERS MUST NOT RIDE ON FENDERS, by Filey, Howard, and Weyerstrahs, 158 pages, 9x7½", hard cover, $10.95; Green Tree Pub. Co., 534 St. Clair Avenue W., Toronto, Ont. Canada, M6C 1A3.

Another story of the Toronto streetcar system, but you would hardly know it from the title. Several previous books have covered this system and there will probably be more in the future. One thing different about the latest work is its professional approach, both in text and photos. About one-third is text in a readable and interesting style; the rest consist of photographs from the Toronto Transportation Commission files. Many a picture occupies a full page and some even 1½ pages. Since TTC is the only trolley system left in Canada, there should be a wide interest in this book. As the authors say, quoting J. H. Kearns, TTC's general manager of operations: "Pound for pound, the streetcar is still the best transit vehicle ever produced!"

**SEPTA Philadelphia blue, traction orange, and white trolley taken July 7, '73 during the Electric Railroaders' Association thirty-ninth anniversary safari.** Edward Allen, 252 Roberts Ave., Yonkers, N.Y. 10703

**To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.**

# IN SEARCH OF STEAM

Mike Eagleson

**New Hope & Ivyland Ten-wheeler ex-CN 1533 ready to hook onto her train at the New Hope station for trip on the tourist road to Buckingham, Pa., in 1973.**
Photo by Bob Storks

CUMBERLAND FALLS Scenic Railroad on Route 90 near Parkers Lake, Ky., was a happy steam discovery for your steam editor on a recent long weekend traveling down South. Operating for 2½ miles through dense mountain scenery, the tourist road features heavy 0-6-0 No. 77, built in 1944. The switcher was purchased from Kentucky's now defunct Morehead & North Fork, where she carried road number 14. Prior to that, she was Union Railroad No. 77. The CFSR also has two stand-by 0-6-0T's which were purchased from the E. J. Lavino Steel plant at Reusens, Va. Former No. 2 has been renumbered 1, while No. 5 is now No. 2.

Besides its steam locomotives, the best thing about this road is performance. A stiff 5½ percent grade makes the 0-6-0 labor to capacity and occasionally lose her feet in a cinder-showering slip. Recording fans would do well here. CFSR is an outstanding road to see and hear steam working wide open. No. 77 is accurately and tastefully painted—except for a rather unrailroad-like banner on the cab and tender—and she has a regular service appearance. The cars are rebuilt cabooses painted red and blue. When you visit the CFSR, don't forget your tape recorder!

THE OLD Chesapeake & Ohio steam shops at Huntington, W.Va., still hold more than memories. Standing in the shadow of the enormous coal dock are four authentic steamers: C&O 2-8-4 No. 2705, 4-8-4 No. 611 (formerly 614), 2-6-6-2 No. 1309, and ex-Elk River Coal & Lumber No. 11 (formerly Savannah & Atlanta No. 502). Inside the huge roundhouse is Kanawah No. 2700, freshly restored and awaiting preservation in a park.

Elsewhere in Huntington is 2-6-6-2 No. 1308 on display. The whole scene of rusting big-time steam stored out back of a Class I roundhouse reminded me of the late 1950s when steam views were almost universal. Let's hope none of these engines ever meet the same fate as the majority of their stable mates.

A STEAM LOCOMOTIVE for static display in the Midwest is wanted by J. W. Ferris, 513 Cutter Lane, Sarasota, Fla. 33577.

POTOMAC Electric Power Co. at Alexandria, Va., is using a "fireless cooker" built by Porter in 1949. Due to the energy crisis, the company contemplates returning its two other fireless engines to service, handling about 40 90-ton hopper cars of coal a day.

ALSO BECAUSE of the fuel shortage, dieselization has slowed in many parts of the world, while electrification has increased. India's various railways have almost 9,000 steamers on their rosters today and are considering the manufacture of new boilers to prolong the life of existing steam for perhaps a half-century. Elsewhere, Thailand has hauled about 20 meter-gage steamers from scrap lines to rebuild for use in years to come. The active roster there now lists more than 200 engines, mostly woodburners. Wood may be imported from Laos or Cambodia to augment local supplies. Rare classes, formerly regarded as extinct, are now in service or awaiting repair. An order for 50 new diesels may turn into the first Thai steam order in decades. Japan or India are about the only countries today that could fill such a Thai order. Although dieselization has virtually stopped in South Africa, its 2200-plus steamers are not as safe as we once thought. Electrification is proceeding at a quickening pace. Sure, South Africa will still have steam by 1980, but all of it operating under ugly wires!

The Malayan Railway Administration recently donated two 4-6-2 poppet-valve Pacifics to a loco preservation society that is now being formed. The class 0 steamers will be restored to operating condition in Kuala Lumpur's Sentul Shops for excursion service. I remember photographing these three-cylinder beauties with offbeat exhausts in 1972. Although about two dozen were still in service at the time, I knew that their days were numbered. Anyone interested in helping preserve these fine examples of steam should contact John A. Tillman, 8708 Thunderbird Court, Vienna, Va. 22180.

NEW HOPE & IVYLAND Railroad at New Hope, Pa., is now repairing its former Cliffside 2-8-0 No. 40. Doubleheaded steam trips with ex-Canadian National 4-6-0 No. 1533 are scheduled for October 19th and 20th. No. 40 ran for a few months in 1967 on the NH&I, but has been out of service since then. The October trips are believed to be the first doubleheader ever planned on this road.

STEAMTOWN FOUNDATION at Bellows Falls, Vt., featured a railfan spectacular weekend on May 11th and 12th. Former Canadian Pacific 4-6-2s No. 1246 and 1278 doubleheaded to delight the fans. Between runs, steam movies were shown in a building on the grounds. Steamtown is now overhauling ex-Canadian National 4-6-0 No. 1551 and ex-Canadian Pacific 4-6-2 No. 1293. In the near future, the Foundation hopes to repair ex-CN 4-6-2 No. 5288 for excursion service. A fund-raising drive will soon start for this fine Pacific.

I personally hope—and the mail I get concurs with me—that Steamtown will rebuild these locomotives as accurately as possible to their regular service days. Only by restoring these and all locomotives with the proper lettering on the tender, headlight, and number board correctly, with sub-class

**Caught between two Southern Pacific semaphores, Yreka Western No. 19, a Mikado, prepares to do her duty switching the interchange tracks in hot Montague, Calif., in September, 1973.**
Photograph by Robert L. Hogan

stenciled on the cab, etc., can these be real historically significant examples of steam engines in North America and worthy of the Foundation's name of "Steamtown."

Far too many museums and tourist roads chose to make a gaudy mockery of steam and coin silly names such as Woopyville & Northern to attract undiscriminating passengers.

Purism and authentic restoration are the only worthy methods of preservation. I pity the poor locomotive subjected to cans of gaudy red and yellow paint, also flags, and foolish names smearing their tender flanks. Most British, Australian, and Japanese fans would say it's unthinkable to expose their preserved locomotives to the carnival-like horror which engines in our own country must endure.

TWO Pacifics lettered "Red Clay Valley," numbered 1238 and 1236, with winter-type cabs of the Canadian Pacific, were seen by Norman J. Perrin, 4523 Arabia Ave., Baltimore, Md.

They were coupled in a B&O local freight train with boxcars separating them from the diesel unit and from each other. This local runs daily except Sunday from Bay View to perhaps as far as Singerly, Delaware. The train passed BA tower at Pulaski Highway (U.S. 40), then backed across the mainline between the yardmaster's office and the refueling track into the small Bay View engine yard engine terminal. The main rods had been removed from both engines. George Hart sold these ex-CP locos to the RCV, a new tourist road at White Sulphur Springs, W. Va.

NOW AND THEN I get a letter or card criticizing the factual content of some of my monthly steam news and commentary. While such missives are relatively few, they do help to keep me alerted. Despite their occasionally caustic tone, I gladly accept them. Actually, I spend time and effort screening the info sent to me so that such complaints are less likely to arise. A mistake sometimes gets through the editing process. But I quickly reject inaccuracies when I find them in my mail. They come largely from well-meaning people who have not supplied me with sufficient data or are merely crackpots.

I had a good one the other day from an individual who claimed he'd discovered a New York Central 4-6-4 in a barn in Michigan. Another fellow asked me to believe he'd recently seen a Pennsy T-1 helping a freight train around Horseshoe Curve! Obviously, I wouldn't waste time on such junk. However, when a day begins to drag, I occasionally pull out several of these letters just for a laugh. Since this column was started more than five years ago, I've acquired quite a file of ludicrous material. Someone recommend that I donate this junk to the American Psychiatric Association. I do make an honest attempt to print only factual steam news, despite the pranksters who write to me occasionally. ●

**Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.**

**Dansville & Mt. Morris R.R. Ten-wheeler No. 304 in yards under lowering skies at Dansville, N.Y., on June 28, 1956.**
Gordon S. Crowell, Casilla de Correo 360, Montevideo, Uruguay

**Central Vermont northbound freight passing Riverside Park, New London, Conn., en route to northern New England in '66.**
Edwill H. Brown, 402 W. Main St., Norwich, Conn. 06360

Photographed by Dwight A. Smith, Jr.
**Claremont Ry. Alco-GE motor No. 18 hauls boxcar from W. Claremont to B&M interchange track at Claremont, N.H., in '52.**

Central Vermont locos pulling railfan train with elderly New Haven coaches
Photo by Edwill H. Brown

# NEW HAMPSHIRE SHORT LINES

*Locomotive Roster Compiled by Sy Reich*

| Railroad Class | Road Numbers | HP | Builder | Builder's Model | Wheel Arngt. | Tract. Effort | Weight | Date | Notes |
|---|---|---|---|---|---|---|---|---|---|
| **Central Vermont Railway** | | | | | | | | | |
| GR-12c | 1500,1502 | 1200 | GM-EMD | SW1200 | B-B | 36,000 | 248,380 | 1955 | 1,2 |
| GR-12j | 1509-1510 | 1200 | GM-EMD | SW1200 | B-B | 40,000 | 247,000 | 1957 | 2,17 |
| GR-12za | 1511 | 1200 | GM-EMD | SW1200 | B-B | 40,000 | 247,000 | 1960 | 2,18 |
| MR-18a | 3609-3614 | 1800 | Alco Pr. | RS-11 | B-B | 53,000 | 226,790 | 1956 | 2,3 |
| MRG-16c | 3900-3901 | 1600 | Alco | RS-3 | B-B | 46,000 | 249,270 | 1954 | 2,4 |
| GR-17j | 4547-4557 | 1750 | GM-EMD | GP9 | B-B | 44,000 | 244,940 | 1957 | 2,5 |
| GRG-17k | 4923-4927 | 1750 | GM-EMD | GP9 | B-B | 44,000 | 251,540 | 1957 | 2 |
| GRG-17s | 4928-4929 | 1750 | GM-EMD | GP9 | B-B | 44,000 | 251,080 | 1957 | 2,19 |
| MS-10d | 8027 | 1000 | Alco-GE | S4 | B-B | 34,000 | 229,700 | 1953 | 2,20 |
| MS-10j | 8080-8081 | 1000 | Alco | S4 | B-B | 34,000 | 232,190 | 1955 | 2 |
| MS-10a | 8093-8095 | 1000 | Alco-GE | S2 | B-B | 34,000 | 230,000 | 1941 | 2,6 |
| MS-10b | 8162 | 1000 | Alco-GE | S4 | B-B | 34,000 | 229,700 | 1951 | 2,7 |
| **Claremont & Concord Railway** | | | | | | | | | |
| — | 9 | 600 | GE | 70-ton | B-B | 35,000 | 140,000 | 1949 | 8 |
| — | 11 | 600 | GE | 70-ton | B-B | 35,000 | 140,000 | 1946 | 13 |
| — | 12 | 600 | GE | 70-ton | B-B | 35,000 | 140,000 | 1948 | 14 |
| — | 13 | 380 | GE | 44-ton | B-B | 26,400 | 88,000 | 1940 | 15 |
| — | 15 | 380 | GE | 44-ton | B-B | 26,400 | 88,000 | 1943 | 16 |
| — | 16 | 380 | GE | 44-ton | B-B | 26,400 | 88,000 | 1942 | 21 |
| — | 17 | 400 | GE | 44-ton | B-B | 26,400 | 88,000 | 1951 | 9 |
| — | 18 | 380 | GE | 44-ton | B-B | 26,400 | 88,000 | 1940 | 10 |
| — | 31 | 380 | GE | 44-ton | B-B | 26,400 | 89,000 | 1948 | 11 |
| **Mount Washington Railway** | | | | | | | | | |
| — | 1 (1st) | — | Manch. | — | ? | ? | ? | 1883 | 22,23 |
| — | 1 (2nd) | — | MW | — | ? | ? | ? | 1972 | 23 |
| — | 2 | — | Manch. | — | ? | ? | ? | 1883 | 22 |
| — | 3 (1st) | — | Manch. | — | ? | ? | ? | 1883 | 22,24 |
| — | 3 (2nd) | — | Manch. | — | ? | ? | ? | 1883 | 22,24 |
| — | 4 | — | Manch. | — | ? | ? | ? | 1883 | 22,25 |
| — | 5 | — | Manch. | — | ? | ? | ? | 1883 | 24 |
| — | 6 | — | Manch. | — | ? | ? | ? | 1878 | 22 |
| — | 7 | — | Manch. | — | ? | ? | ? | 1895 | 26 |
| — | 8 | — | Manch. | — | ? | ? | ? | 1892 | 23 |
| — | 9 | — | Manch. | — | ? | ? | ? | 1908 | 22 |
| — | 10 | — | MW | — | ? | ? | ? | 1972 | 22 |
| **Springfield Terminal Railway** | | | | | | | | | |
| — | 1 | 400 | GE | 44-ton | B-B | 26,400 | 88,000 | 1942 | 12 |

(1) CV 1500, 1502, were originally Grank Trunk Western 1505, 1507; then GTW 1200, 1202 (1956); then GTW 1500, 1502 (1957); then CV 1500, 1502 (1963); then GTW 1500, 1502 (1968).

(2) All CV locomotives are leased from Canadian National except 8093-8095, leased from GTW.

(3) CV 3609-3614 were originally Duluth, Winnipeg & Pacific 3609-3614; then CV 3609-3614 (1967); then DW&P 3609-3614 (1968).

(4) CV 3900-3901 were originally CV 1859-1860; then CV 3900-3901 (4/1/57); then CN 3900-3901 (1/2/58). CN 3901 was retired (8/29/68).

(5) CV 4552-4557 were transferred to GTW, renumbered GTW 4552-4557 (1965).

(6) CV 8093 was originally GTW 7917, then CV 7917 (10/48), then CV 8093 (4/1/57), then GTW 8093 (1967). CV 8094-8095 were originally CV 7918-7919; then CV 8094-8095 (4/1/57). CV 8094-8095 were transferred to GTW, renumbered GTW 8094-8095 (1967, 1968). GTW 8094 was scrapped.

(7) CV 8162 was originally CV 8015, then CV 8162 (4/1/57), then GTW 8162.

(8) C&C 9 was originally Sanford & Eastern 9, then C&C 9, then sold.

(9) C&C 17 was originally Suncook Valley 3, then S&E 18, then Greenville & Northern 78, then C&C 17.

(10) C&C 18 was originally Boston & Maine 112, then Hoosac Tunnel & Wilmington 18 (11/60), then C&C 18 (1961).

(11) C&C 31 was originally Delaware, Lackawanna & Western 52; then Erie Lackawanna 52, then C&C 31.

(12) ST 1 was originally San Francisco & Napa Valley 40, then Sacramento Northern 40, then SN 141, then rebuilt by GE (10/56), then ST 1.

(13) C&C 11 was originally Saratoga & Schuyler 11, then C&C 11 (11/54), then M&B 23 (1957), then HT&W 23, then South Brooklyn 13 (1961), then NYCTA 20009, then SBK 13 (1966).

(14) C&C 12 was originally Grafton & Upton 12, then C&C 12 (7/54), then SBK 12 (11/60), then New York City Transit Authority 20008 (1966), then SBK 12.

(15) C&C 13 was originally B&M 113, then C&C 13, then Raymond International 4403, then A.G. Robur ?, who probably sold it for scrap.

(16) C&C 15 was originally Denver & Rio Grande Western 43, then HT&W 15, then S&S 15, then C&C 15, then Raymond International 4402, then A.G. Robur ?, who probably sold it for scrap.

(17) CV 1509-1510 were originally GTW 1269-1270, then GTW 1509-1510, then CV 1509-1510.

(18) CV 1511 was originally GTW 1511, then CV 1511.

(19) CV 4929 was wrecked and scrapped (4/1/73).

(20) CV 8027 transferred to GTW, renumbered GTW 8027.

(21) C&C 16 was originally D&RGW 39, then S&E 14 (1st) (6/49), then HT&W 16, then C&C 16.

(22) MW locomotives had the following names: 1, Mt. Washington; 2, Atlas, then Ammonoosuc; 3, Base Station; 4, Summit; 6, Tip Top (1st), then Great Gulf; 8, Tip Top (2nd); 9, Waumbek; 10, Col. Teague.

(23) Chassis of MW 8 and boiler of MW 1 (1st) were used to build MW 1 (2nd).

(24) MW 3 (1st) scrapped (1930's). MW 3 (2nd) was originally Green Mountain (Cog) Ry. 2, then MW 5, then MW 3 (2nd).

(25) MW 4 was originally Green Mountain (Cog) Ry. 1, then MW 4.

(26) MW 7 was wrecked and scrapped (7/97).

Way above timberline goes the Mt. Washington Cog Ry., New Hampshire.

# NEBRASKA SHORT LINES

*Locomotive Roster Compiled by Sy Reich*

| Road Numbers | HP | Builder | Builder's Model | Wheel Arngt. | Tract Effort | Weight | Date | Note |
|---|---|---|---|---|---|---|---|---|
| **Omaha, Lincoln & Beatrice Railway** | | | | | | | | |
| 2 | 660 | GE | 70-ton | B-B | 41,300 | 139,000 | 1951 | 1 |
| 101 | 400 | GE | 44-ton | B-B | 22,000 | 88,000 | 1950 | |
| **South Omaha Terminal Railway** | | | | | | | | |
| 1 | 660 | Alco-GE | S1 | B-B | 59,700 | 199,000 | 1945 | 3 |
| 2-3 | 660 | Alco-GE | S1 | B-B | 59,700 | 199,000 | 1945 | 4 |
| 4 | 660 | Alco-GE | S1 | B-B | 59,700 | 199,000 | 1945 | 3 |
| 5 | 660 | Alco-GE | S1 | B-B | 59,700 | 199,000 | 1947 | 2 |

## Nebraska Short Lines

Roster is based on data from OL&B's vice pres. and gen. manager. It is accurate as of the fourth quarter, 1973. For the purpose of our rosters, a short line is defined as a common carrier railroad listed in the Official Guide, the Pocket List of Railroad Officals, or both, with a route length less than 400 miles.

Locomotive builders: GE, General Electric Co.; Alco-GE, American Locomotive Co.-General Electric Co. Tractive effort and weight are given in pounds.

(1) OL&B 2 was originally Sioux City Terminal 2, then OL&B 2 (1/71).

(2) SOT 5 was sold to Nekoosa Paper Co. and renumbered 14.

(3) SOT 1, 4 were sold to Hutchinson & Northern, renumbered 4-5 (12/69).

(4) SOT 2 was scrapped.

## New Hampshire Short Lines

Roster is based on data from Glen M. Kidder; MW's gen. manager; C&C's vice pres.-operations; CV's mechanical officer; and NYCTA's manager of passenger services. The roster is accurate as of the fourth quarter, 1973. For the purpose of our rosters, a short line is defined as a common carrier railroad listed in the Official Guide, the Pocket List of Railroad Officials, or both, with a route length less than 400 miles.

Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; Alco Pr., Alco Products; Alco-GE, American Locomotive Co.-General Electric Co.; Alco, American Locomotive Co.; GE, General Electric Co.; Manch., Manchester Locomotive Works; MW, Mount Washington Ry. Tractive effort and weight are given in pounds.

# INFORMATION BOOTH

**ASK BARBARA:** Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.

**1** ***Is it true that U.S. citizens own a major interest in CP Rail?***

No. Canadian control is overwhelmingly 63.36% of all voting stock. U.S. stockholders come to 18.06%, British 9.88%, other countries 8.44%.

**2** ***Are U.S. railroads making money?***

Yes, as a whole. Except in the Northeast, they are in fairly good shape. In 1973, says the Association of American Railroads, they reached new heights in operating revenues, but also in expenses. Net operating income last year came to $859 million, up from $830 million in '72. Operating expenses, taxes, and rents were 10.5% over the year previous, leaving a rate of return on net investment of 3.08%, which the roads consider below what they need for equipment and facilities. Although operating revenues for the quarter ending March 31, '74, reached a record high of $3.9 billion—an 11.7% increase over a similar period a year ago—rapidly rising costs more than offset this gain. Net railroad operating income fell 17.6%, from $196.2 million to $161.7 million. Sharply contrasting with the great first-quarter gains by Burlington Northern, Norfolk & Western, and Espee, among others, was the continued red inking of Penn Central. Most of the PC press releases we get these days are gloomy.

**3** ***Is Chesapeake & Ohio thinking of building steam locomotives again?***

Not seriously. But Board Chairman Hays T. Wakins says, "We are closely watching developments in all areas." He ventures the opinion that if coal is ever used again to fuel locos, it will probably be liquefied or gasified for already existing engines.

**4** ***Did Santa Fe ever have a Mother Hubbard?***

Partially. An experimental job was built under Strong patents at Schnectady in 1887 as an Atlantic numbered 738, but they finally converted her to a conventional 4-4-0. Another double-cabbed loco, a Twelve-wheeler, was ordered at the same time. Construction began under Schenectady shop number 2416, but for reasons unknown, she was never completed.

**5** ***What info can you give me on Atlanta's streetcar system?***

Built by Joel Hurt on August 23, 1889, the city's first streetcar line was the Atlanta & Edgewood Street Railway, operating from the Equitable Bldg. (now the Trust Co. of Georgia Bldg.) out Edgewood Avenue to Inman Park. That same year, a second company, Fulton Street Ry., went into business. By Sept. 21, 1891, Hurst and his associates had acquired all but two of Atlanta's steam dummy and electric streetcar companies. These lines, together with one bought the following year, the Atlanta City Street Ry., became the Atlanta Consolidated Street Ry. Finally, on April 10, 1949, the city's trolley era ended. Buses and other motor vehicles reigned supreme.

**6** ***I'm with the Burlington Northern in Seattle. Do employees make contributions for sickness benefits?***

No, these benefits are financed solely by taxes on employers.

**7** ***How does a slip switch work?***

It is installed in yards whenever one track crosses another and trains go from the first track to the second within close limits. You'll find them in practically every yard where one diagonal track bisects a series of tracks. The slip switch is also called the slip-switch crossing. It is like an ordinary crossing with the addition of one or two curved tracks. Depending on whether there are one or two connections, it is called a single or a double slip switch. The switch's center points move the same as in ordinary switches. Normally, one track is always open. The other track, usually the diagonal, is not.

**8** ***Words, please, to "Small Town Train," by Garnett Laidlaw Eskew.***

**The noon express roared through our town**
**And never looked to left or right.**
**The limited came thundering down**
**About the middle of the night**

**And wouldn't stop. She'd go her way,**
**Emitting smoke like all creation.**
**But how we loved to greet, each day,**
**The afternoon accommodation.**

**Our town was such a place**
**Those big trains simply passed right through.**
**But such, by George, was not the case**
**With bustling little Forty-two!**
**She'd always stop! I see her yet,**
**The way she'd draw in to our station**
**Just like she said: "I'm here, you bet!**
**The afternoon accommodation."**

**A baggage, coach, and maybe parlor car,**
**A small Eight-wheeler up ahead,**
**She didn't go as fast or far**
**Like bigger, finer trains. Instead,**
**'Twas almost like she'd stop to chat**
**Just for the sake of conversation.**
**We loved that train, you bet your hat,**
**The afternoon accommodation.**

**9** ***Tell me about the Profile & Franconia Notch Railroad.***

It began running in the early 1880s from Bethlehem Jct., N.H., to Profile House. Later a branch was built to Maplewood and Bethlehem. Although it had always been controlled by the Boston & Maine, the name Profile & Franconia Notch remined until after 1900. The line itself was abandoned about 1922.

**10** ***List the railroads entering St. Louis just before WW2.***

Twenty-two lines either entered or operated within the city limits. They were the Alton, B&O, Burlington, Chicago & Eastern Illinois, Rock Island, Frisco, Gulf, Mobile & Ohio, IC, Illinois Terminal, Litchfield & Madison, L&N, Manufacturers Ry., Katy, NYC, Nickel Plate, Pennsy, St. Louis & O'Fallon, Cotton Belt, Southern, Terminal R.R. Assn. of St. Louis, MoP, and Wabash.

**11** ***Did Canadian National get into the black last year?***

Not quite. Revenue figures for '73 showed an increase in rail income over the year previous, setting an all-time high, but payment of interest on the long-term debt produced an over-all financial deficit. Revenues from railway operations in Canada and the U.S. reached a record $1,400.8 million. Expenses of $1,375.1 million made the net operating profit $25.7 million. The system had set a surplus of $10 million as its budget for '73. But reduced traffic

during the strikes July-Sept., as well as retroactive costs stemming from the arbitrated settlement reached last January, put that goal out of reach.

**12** ***Info, please, on Silver Peak RR.***

Incorporated in 1906, this pike ran from Blair to Blair, Jct., Nevada, 18 miles, had two locos and five cars, and was abandoned long ago.

**13** ***Why did early Pennsy electric locos have connecting side rods somewhat similar to those on steam engines?***

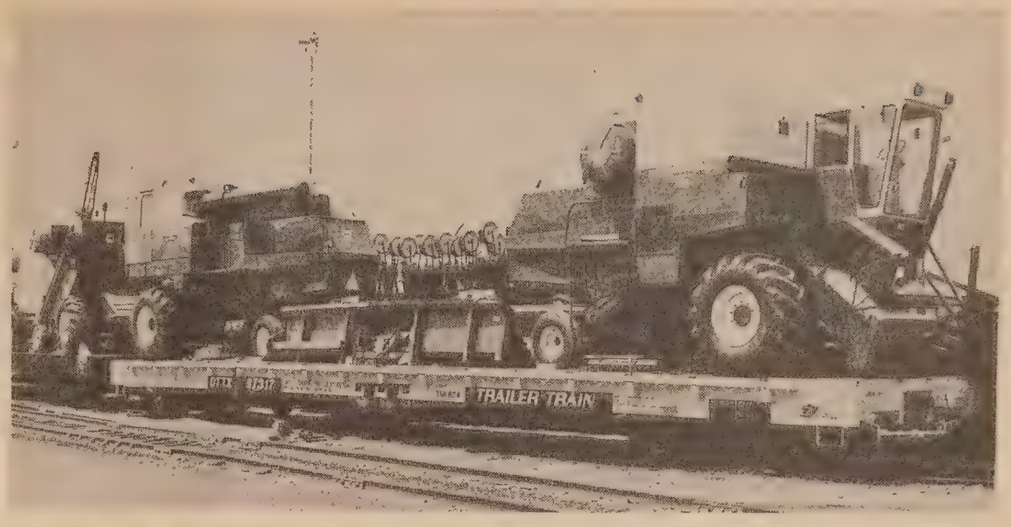
Locomotives of the DD1 and L5 classes, plus an experimental 2-6-6-2 freight engine, and we might add Virginian and N&W motors, owed their "collective" drives to several factors. They were designed by steam power men, rather than by electrical engineers, at a time when talent in the latter field had not been applied to heavy duty railroad traction work as extensively as it was later. Futhermore, motors were not yet available to develop the horsepower requirements of these roads and still fit within the inner faces of the driving wheels. A third factor was the desire to prevent slippage of one pair of wheels under starting and hauling conditions. Later, power distribution to the motors was so arranged that only under the most extreme conditions could one pair of "independent" drivers slip, while the others were taking hold.

**14** ***Who invented the diamond stack?***

George S. Griggs, first head of the Boston & Providence mechanical department 1845-'70. One of the greatest of early New England locomotive builders, his contributions to the field were widely accepted. Besides the diamond-stack design, he is credited with having been the first to apply a brick arch to a firebox, and was one of the first American motive power men to recognize the advantages of the link motion in valve gear.

**15** ***Any info on boxcars showing a fruit jar design on their doors?***

Yes, indeed. They undoubtedly belonged to the Muncie & Western, known as the Ball line, a 4-mile road incorporated in Indiana in 1902 to serve as a Muncie terminal road. Owned and operated by the Ball-Mason Fruit Jar Co., whose plant was located in the Hoosier canning center, it connected with all roads entering the city. It had two locos, one gas and the other gas-electric, and 100 freight cars, all with this design you mention.



**(Top) These two International Harvester 915 combines were among the first shipped from IH's East Moline, Ill., plant secured to the flatcars by the new "T" hook and chain technique. Note absence of wheel blocks, chains and wire formerly used. (bottom) Close-up of newly developed system to reduce shipping damage.**

**16** ***I am nearly 60 years old, with 30 years of Southern Pacific service. Can my railroad retirement supplemental annuity start at age 60, rather than 65?***

No. You must still be at least 65 before this annuity begins. But you would not lose it by retiring at 60, as long as the other requirements are met.

**17** ***What was the difference between a steam loco's fire-tube and water-tube boiler?***

In the former, the water circulated around fire-tubes from firebox to the front end, and through them hot gasses and smoke were drawn by the force of the exhaust. In a water-tube boiler, water circulated through the tubes, while the hot gasses and smoke surrounded it. The latter type was used very little in the U.S., although the Delaware & Hudson and New Haven showed some interest in it.

**18** ***How many miles of track were built in the U.S. during the Civil War?***

Only 3257 miles of new line were opened during the five years ending in 1865, when the total mileage was 32,996.

**19** ***Which was Ireland's first railway?***

The Dublin & Kingstown (now Dun Laoghaire). It opened Dec. 17, 1834, as a standard-gage line, but was converted in 1857 to the Irish standard of 5 ft. 3 in. Its earliest loco was the 2-2-0 *Hibernia,* built in 1834 by Sharp, Roberts & Co. at Manchester, England. The first engine built in Ireland was a 2-2-0, the *Princess,* constructed in Dublin for the D&K in April, 1841.

**20** ***Where did the Idaho Southern run?***

Chartered in Dec. 1908, it began operations in 1909 over the 24 miles between Gooding and Jerome, Idaho. At one time it had 3 locos, 2 passenger, 6 freight, one combination car, and a caboose. In 1913 it went into receivership and, then was abandoned.

## Running Extra

When did the *Saturday Evening Post* publish the fiction story "Mrs. Union Station"? Has any book reprinted it?—Bill Gorton, 101 Ashley Circle, Apt. 7, Athens, Ga. 30601. (*Ed. note*: It was reprinted in *Headlights and Markers: An Anthology of Railroad Stories,* Creative Age Press, 1942, now out of print. This book could probably be obtained through our *Switch List.*)

Info wanted on Pullman Co. and its cars.—Robert Gould, Jr., 1745 Arbor St., Wickcliffe, Ohio 44092.

What are qualifications for entering the Santa Fe and Southern Pacific locomotive engineer trainee schools?—Paul J. Templeton, P.O. Box 111, Mendon, N.Y. 14506.

I need info, pix, financial records, etc, on trams that ran in Levis, Quebec. —Gerry Burridge, Box 152, Pte. Claire-Dorval, Que. H9R 4N9, Canada.

Who has info on the Burlington & Lamoille and its proposed extension, the Burlington & Northeastern?—Jerry Fox, 7 Cherokee Ave., Essex Jct., Vt. 05452.

Was Michigan State University's Pere Marquette 1225 the only PM Berkshire saved from the scrap pile?—M.L. Sutherland, 5742 Creakbend Dr., Houston, Texas 77035.

Who can tell me about the Mexican line between Nuevo Loredo and Monterrey?—Floyd Rees, 3305 Laclede Ave., Los Angeles, Calif. 90039.

Trolleys did not run over the bridge during 1920-'24 between Highland and Poughkeepsie, N.Y. The ferry was then the only way to cross the Hudson River at that point. Furthermore, trolley tracks leading toward the bridge on the Highland side had been removed. Strangely enough, despite occasional railroad passenger service over the bridge at that time, passengers could not be ticketed between Highland and Poughkeepsie, probably due to the ferry franchise.—Herbert Clopper, Box 507, Boothbay Harbor, Me. 04538.

Anyone know where the Offerman Ry. & Mining Co. was located in the U.S. prior to 1900?—John Gibbons, 615 Arbor Rd., Cheltenham, Pa. 19012.

Answering a query: the Atlantic & Danville is still running between Norfolk and Danville, Va., but with a new name—Norfolk, Franklin & Danville—under N&W ownership.—Peyton Joyner, Hixson, Tenn. 37343.

I'd like to buy a lithograph of the *Wabash Cannonball* leaving St. Louis. They were printed in late 1950s.—Michael Kamys, 3016 N. Keating Ave., Chicago, Ill. 60641.

Where can I get a copy of the book *Rambling Rails,* by Richard F. Lind?—Charles Johnson, Box 213, Cadillac, Mich. 49601.

What was the rate of pay for engine, yard, and road service on Midwestern roads between 1934 and 1939?—Raymond Kanton, Box 407, Augusta, Maine.

In India, cotton waste reeling is used for axle-box packing on trains to hold oil in the box. What substitute for it is used in the U.S.?—B. Sircar, 170 E. 2nd St., New York, N.Y. 10009.

Info wanted on a steam-powered unit railway passenger car built in Laconia, N.H., and Boston, Mass., about 1920. —Alex Genz, 626 Avon St., La Crosse, Wis. 54601.

Why is Southern one of very few roads using high noses on their hood units?—Warren Norcross, 1547 Baltimore Ave., Folcroft, Pa. 19032.

What were the herald color schemes of the Big Four and Chicago North Shore electric line?—"Shorty" Bemelman, 1431 Lotus Lane, Lufkin, Texas

Who has info on N&W steam turbine *Jawn Henry?* Why was it unsuccessful? —Henry Fleming, 2747 Western Ave., Park Forest, Ill. 60466.

I want a back issue of *Railroad* carrying Great Northern roster.—Alfred E. Howen, Rte. 3, Box 332, Devils Lake, N.D. 58301. (*Ed. note*: Steam or diesel, Al?)

What other railroads used covered bridges besides StJ&LC and B&M? Was this unique only of New England? —Chas. Barbour, West Chester, Pa. ●

**CP Rail extra 5661 East descending Notch Hill in western Canada and approaching the west switch of Carlin on the Shuswap subdivision in late April, 1974.** Lorraine Wilkie, 595 Leaside Ave., Victoria, B.C. V8Z 2K9

# HOBBY CLUB

**conducted by Sy Reich**

THE MOST interesting action at the recent annual meeting of the Railway & Locomotive Historical Society was initiating a Railroad Oral History project, which will emphasize tape-recorded interviews with locomotive builders, terminal and car builders, corporate officials, and retired railroaders, all with anecdotes, philosophies, explanations of past techniques, etc. An advisory board of railroad historians and editors has been set up to review tapes for historical merit and give suggestions for potential interviewees. Final tapes will be kept in the Society's Boston library.

Herbert H. Harwood, Jr., who worked with Philip Beach and Bill Withuhn in developing this project, says the technique of taping interviews is being used increasingly by historians but rarely in the railroad field. Some facts and statistics are preserved. Too often we lose the insights into why things happened as they did and what effects they had. R&LHS members are being encouraged to participate; non-members can also help in this interesting program. It should be done soon, while the old rails can still talk about their experiences with coalburning locomotives, oil-lamp coaches and hacks, and the rural depot in the era of the afternoon accommodation train. For details contact Bill Withuhn, chairman of the project, 123 Linden Ave., Ithaca, N.Y. 14850.

ALLAN VAUGHN, a real NRHS dynamo, says things are perking up for their annual convention in San Francisco, Aug. 29-Sept. 2. Adding to the westbound trips of the Overland and Lake Shore Chapters will be Jim Herron and his luxurious private sleeping car *Florida Surf*. Jim is planning a 21-day trip from St. Petersburg to San Francisco via Chicago and Denver. The return swing will be via Seattle and Expo 74 at Spokane. He'll pick up passengers en route of Amtrak's *Floridian*. Details from Jim Herron, Double H Corp., 2016 North Village Ave., Tampa, Fla. 33512.

Trips listed for this convention are: Roaring Camp & Big Trees; Bay Area Harbor, BART inspection, Oakland to San Francisco; Avenue theater tour; Muni Ry.; Castro Point R.R.; Sierra steam, and Rio Vista Jct. The big highlight, of course, is the annual NRHS banquet on Saturday evening, Aug. 31st, at the San Franciscan Hotel.

DON BALL, a photographer who is working with Ross Rowland on the *Freedom Train* for America's bicentennial celebration, reports that ex-Nickel Plate 755 and 763 will be among the three steam engines on the head end. A third one is still to be selected. The train is due for an initial display at Boston on April 1-13, 1975, before moving on to Manchester, N.H., and a swing around the country to visit 48 states before ending its tour at Providence, R.I., on Nov. 30-Dec. 5, 1976. The boys from Conneaut Chapter of NRHS will make the 755 available, while 763 is from Roanoke Transportation Museum.

Meanwhile, *The Springmaid Special,* a plushly-renovated, four-car, promotional train, formerly owned by the Lancaster & Chester Ry., is at headquarters of the American Freedom Train Foundation in Lebanon, N.J., being outfitted and repainted red, white, and blue to be part of the bicentennial special. Later this year, a so-called Preamble Express, hauled by a diesel, will leave Boston to trace the 13,000-mile journey in advance of the big special's departure next April.

LOCAL MOVIE HOUSES have future dates for a film made on the Cumbres & Toltec Scenic. Shot between Chama and Lobato early this year, it is called *Bite the Bullet* and stars Gene Hackman, Candice Bergen, James Coburn, and Ben Johnson. Loco 483, which plays a major role, was painted black with gold trim on the smokebox, stack, and domes, while her counterbalances and cylinder covers acquired a bright red. The Hinman coach was dressed up like a car out of the late 19th century, with lettering "The Western Press Special." And to make room for hayburners, a horse barn for the occasion was built just north of the Chama enginehouse.

TACOMA CHAPTER of NRHS has been asked by the Washington State Advisory Council on Historical Preservation to collect the necessary info to nominate the Milwaukee Road electric shops in Tacoma as a historic site. This could result in the buildings being declared part of the National Register of Historic Places. The project entails research into the exact location of the buildings, when they were built and how they were used, together with pix of the shops. So says the Chapter's newsletter *The Train Sheet.*

OUR salute to railfandom this month takes in two groups, North Alabama R.R. Club and Illinois Ry. Museum. The former's energetic membership drive is based on a fine rolling stock museum at Sheffield and an NRHS chapter at Tuscumbia. The members are united in raising money for future operations of their beloved Consolidation 77. One future event should help —i.e., their Fall Color Limited steam excursion on Sat., Sept. 28th. Southern's 4501 will haul the 12-car train round trip between Sheffield and Haleyville.

Elsewhere, members will work with their prexy, Jin Jolly, at the Sheffield compound, peddling Cathy Fors' cookbooks and their good annual calendar. That includes North Alabama RR. Club, 107 Wheeler Dr., Sheffield 35660, and North Alabama Chapter of NRHS, Box 21, Tuscumbia 35674.

The originally-named Illinois Electric Ry. Museum was founded at Union, Ill., in 1953 by ten railfans eager to preserve the vanishing rural-area electric cars. Indiana Railroad car 65 was the first one purchased. Later, more equipment was added; and in 1961 the word "Electric" was dropped from the museum's name. After a lengthy search, the organization bought 5½ miles of abandoned right-of-way of the old Elgin & Belvidere Electric Ry., just outside of Union.

Additional property was acquired in 1965, and the group built a typical Midwest rural depot, storage tracks for rolling stock, and a shop building for steam and juice operation. The museum is open on weekends year-around. Week-end rail trips continue into late fall. Members get a newsletter and a card good for train rides. Details on Illinois Ry. Museum may be had from H. Hanson, 432 Wing Park Blvd., Elgin, Ill. 60120.

**Lima Locomotive Works #3 in Erie yards (north of the plant) in Lima, Ohio, in early 1921. Built in Oct. 1920, she was later shipped to Philippine Islands.**
C.W. Jernstrom, 822 Pelham Dr., Ft. Wayne, Ind. 46825

THIRD AVENUE Ry. System car 884, built by Brill in 1909 and ridden by many railfans, will be restored to its former operating condition at Branford Electric Ry. Museum, East Haven, Conn. Funds are needed for this project. Send checks for the 884 Fund to Louis J. Iasillo, 41 Lincoln Ave., Cliffside Park, N.J. 07010. Lou says such gifts are tax-deductible. Daily trolley operations began at Branford in late June and will continue until early September, highlighted by a late summer parade of trolleys. Incidentally, the museum has a membership of 784 in 36 states, Washington, D.C., Canada, and England.

WHO worked trains from the China Clay works at Bittaford in South Devon, England, in the 1920s and early 30s? I'd like to get memories of the Red Lake tramway, an industrial line connecting with the GWR. The works shut down in 1933 and the signalbox controlling the sidings were removed.—N. Button, 5 Southway Lane, Crownhill, Plymouth, Devon, England PL6 7DH.

TWO CABOOSES, one ex-GTW built in '91 and the other ex-C&O van constructed in '23, as well as a former CNR combo mail-baggage, car have been purchased by the Toronto and York Div. of the Canadian Railroad Historical Assn. They had been owned by the Bayview Ry. Museum Society, Sarnia, Ont., which reluctantly disposed of them because of a highway project near their property. However, the Bayview group will keep their ex-CNR Mountain 6069.

GILBERT DOMINGUEZ, a Santa Fe carman in the Silsbee, Texas, shops, is a wood carver who has fashioned countless wooden art treasures in his spare time, including album boxes for retiring SF brass hats and jewelry boxes for the road's ladies; also gavels, fruit bowls, etc., for churches and other institutions.

CP RAIL recently donated the sleeper *Redvers* to the Alberta Railway Pioneer Association in Edmonton. The group is expected to restore it to original elegance.

OHIO RY. MUSEUM at Worthington has a bleak future. A possible $12,000 assessment for improving Proprietors Street could even wipe it out. At present the museum's income and expenses break even. The assessment would be a bitter pill to swallow. This museum has more than 20 pieces of rolling stock, including some rare interurban cars, according to Michigan Railroad Club newsletter, *Michigan Railfan.*

# BOOKS OF THE RAILS

by GORTON T. H. WILBUR

**MORE CLASSIC TRAINS, by Arthur D. Dubin, hard cover, 512 pages, 8½x11½", lavishly illustrated with photos, car plans, travel folders, Pullman tickets, etc.; Kalmbach Publishing Co., 1027 N. 7th St., Milwaukee, Wis. 53233, $30. (Not sold by Railroad Magazine Book Service.)**

The dean of passenger-train historians has another outstanding book, comparable to his collector's item, *Some Classic Trains.* Its foreword by John W. Barriger III sets the pace, but you should read the whole tome to get the feel of it. Arthur has embellished this five-pound work with more than 1500 photos of great-name North American and European trains and their equipment from the leisurely closing years of the 19th century to the hectic pace of today's rail travel.

His pix of many elegant car interiors is cause for daydreaming in a a twilight zone of effulgent splendor. What will captivate the reader more than a commonplace Amtrak domed-car is his nostalgic treatment of the infant years of such memorable trains as the *20th Century Limited, Broadway Limited, Black Diamond, Panama Limited, Hoosier Limited, Pan-American, Daylight, Scenic Limited, Trans-Canada Limited,* and the fabulous *Orient Express.* The book shows a great deal of long-ago steam action, from the Atlantic's seashore to the Pacific's Palisades, including magnolia Dixie, granger mid-America, scenic Colorado, and Canada's Rose Marieland.

**RAILWAY HERALDRY, by George Dow, 269 pages, hard cover, 6x9", photos, text, David & Charles, North Pomfret, Vt. 05053, $25.**

From their earliest days, English railways have devoted much attention to the external finish of locomotives and passenger stock. It was hard to find anything more colorful than a British steam-powered string of varnish at speed, or in a station. Although colors might be shared, one aspect of decor always differed. This was the so-called armorial device, the first examples of which were most often seen on the cars and trainmen's uniforms. Rail historian Dow, who chalked up many years with the LNER, has a "different" book for the railfan that includes 88 excellent color illustrations and 211 photos, many of them never published before.

**RIDE THE RATTLER TO ROMANCE, by Paul P. Northcutt, 97 pages, hard cover, 5½x8¼" Vantage Press Inc., 516 W. 34th St., New York, N.Y. 10001, $4.50.**

Many fiction books are too long and leave me cold. Here is semi-fiction adventure and romance set in the coal-burning loco days in the Midwest of the 1920s that is just long enough. Lots of love for the starry-eyed reader and excitement for the he-man. It's an absorbing novel with an authentic small-town railroading atmosphere that takes you out of the mundane summer of 1974 into a rural America of long ago.

**WEST OF THE TARARUAS, by Douglas Hoy, 136 pages, hard cover, 5½x8¼", photos, maps, timetables, Southern Press, Inc., P.O. box 11-272, Wellington, New Zealand, $4.55.**

This is a well documented, liberally illustrated history of New Zealand's pioneer Wellington & Manawatu Ry. The W&M, noted for its high speed, was first in N.Z. with dining-car service, comfortable coaches, and the nation's initial compound loco. Steam fans will enjoy good pix of 2-8-0s, 2-6-2s, 2-8-2s, and the Baldwin-built tank 2-8-4 aptly named *Jumbo.*

**WALNUT CREEK'S UNIQUE OLD STATION, by Dick Murdock, 23 pages, soft cover, 5½x8¼", photos, text; J.D. Graphics Enterprises, Walnut Creek, Calif., $1.**

Dick Murdock, Espee hogger and author of many fact and fiction pieces that have appeared *Railroad Magazine,* knew this old depot well. His own recollections, mixed with tales of others who worked in it or were passing through, make interesting and authentic reading.

**Periodicals and Journals**

**RAILROAD HISTORY NO. 130 of The Railway & Locomotive Historical Society (Spring '74), edited by John H. White, Jr., has 133 pages, 6x9", text, photos, rosters, maps, diagrams, book reviews and is published by R&LHS,**

**Harvard Business School, Boston, Mass. 02163; free for members (membership costs $5); non-members, $3. In this issue Jack has a highly interesting and comprehensive article on Dixie's famed Richmond Locomotive Works, including rare rosters and seldom-seen pix. Manhattan rail historians especially will like Bob Reed's "Charles T. Harvey and the New York Elevated Railway." Other goodies are: "The Beginning of Telephone Dispatching," "Big Man of the Big Four: M. E. Ingalls," "Why the Pennsy Modified the P5a Class Electrics," "A Civil War Iron-Clad Car," and for the technical minded, "Electro-Magnetism as a Motive Power: Robert Davidson's** Galvani **of 1842."**

**NICKEL PLATE ROAD MAGAZINE, SPRING AND SUMMER '74, NKP Historical & Technical Society, edited by Skip Sassmannshausen, P.O. Box 9254, Ft. Wayne, Ind. 46809; photos, maps, diagrams; $6 for members; back issues, $1.50. Good reading about NKP yesterdays at Buffalo, N.Y., and Fremont, Ohio. Fascinating piece by Eric Hirsimaki on "Saga of Car 7," oldest known car of the road, now being restored by the Monticello & Sangamon Valley Ry. Co., an operating museum at Monticello, Illinois.**

**TRAINLINE, edited by Kevin P. Keefe, P.O. Box 120, Niles, Mich. 49120. This is a new organ for members of The Tourist Railway Assoc., Inc., printed on slick paper, 11 pages, 8½x11", and carrying sharp pix and good articles. The March cover of ex-CP 4-6-0 No. 1057, pride of the Ontario Rail Assn., panting in a downpour by an old wooden tank, says a thousand words. Members include, among others operators of railroad museums and rail excursions, owners of private cars and tourist railways, and suppliers. Contact George Pins, Suite 2612, Empire State Bldg., New York, N.Y. 10001.**

**HEADLIGHTS, edited by Fred W. Schneider, III and Howard White, P.O. Box 68, Lancaster, Pa. 17604; published by Electric Railroaders Assn. Inc., 145 Greenwich St., New York, N.Y. 10006; $7 per year for members; non-members $8. Industry subscriptions $18 for three copies each month; additional monthly issues $4. Only public agencies and firms in the transportation field are eligible for industry subscriptions. ERA never fails to please the juice fan with their journal.** ●

## Our Cut-Rate Book Service

As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any English language railbook still in print if it retails at $3.50 or more. Allow from 4 to 6 weeks for delivery.

New York State residents must enclose 4 percent sales tax with each order. But we do not charge a New York City sales tax because our book agency is in New Rochelle, N.Y. To avoid delay, send separate checks for books and magazine subscriptions. On all Canadian orders add 10 percent. On all other orders add 40¢ per book for postage.

The books are available only by mail. *Railroad Magazine Book Service,* 420 Lexington Ave., New York, N.Y. 10017. Here are a few suggestions:

| | List Price | Our Price |
|---|---|---|
| RAILBOOK BIBLIOGRAPHY, by Hudson | $ 5.00 | ($ 4.75) |
| STATIONS WEST, by Culp | $12.95 | ($12.35) |
| WESTCHESTER'S FORGOTTEN RY., by Roger Arcara | $ 5.95 | ($ 5.65) |
| TWILIGHT OF WORLD STEAM, by Eagleson and Ziel | $14.95 | ($14.20) |
| NARROW GAUGE RYS. OF CANADA, by Lavallee | $11.95 | ($11.35) |
| MILWAUKEE ROADS WEST, by Wood | $14.95 | ($14.25) |
| THE SEARCH FOR STEAM, by Collias | $15.00 | ($14.25) |
| PIKE'S PEAK COG ROAD, by Morris Abbott | $12.95 | ($12.35) |
| WORKIN' ON THE RAILROAD, Richard Reinhardt | $ 8.95 | ($ 8.50) |
| THE IRON HORSE, by Henry Comstock | $17.50 | ($16.70) |
| HETCH HETCHY AND ITS DAM RR., Ted Wurm | $13.50 | ($12.82) |
| THE RAILROAD SCENE, by Wm. Middleton | $ 8.95 | ($ 8.50) |
| 4-8-4 STEAM PICTORIAL by Bob Wayner | $ 6.95 | ($ 6.60) |
| BESSEMER & LAKE ERIE, 1869-1969, Beaver | $10.00 | ($ 9.50) |
| CAR-BUILDER'S DICTIONARY, Forney | $19.95 | ($19.00) |
| CANADIAN NAT. STEAM POWER, Clegg and Corley | $12.95 | ($12.30) |
| LAKE SUPERIOR RAILROADS, by Dorin | $10.95 | ($10.40) |
| L&N STEAM LOCOMOTIVES, by Richard Prince | $12.50 | ($11.90) |
| SOUTH SHORE INTERURBAN, by Wm. Middleton | $10.00 | ($ 9.50) |
| HISTORIC SOUTHERN PACIFIC CARS | $ 4.95 | ($ 4.70) |
| PENNSYLVANIA RAILROAD K-4S, H. P. Albrecht | $ 3.00 | ($ 2.85) |
| INTERURBAN INTERLUDE, by E. J. Quinby | $ 7.95 | ($ 7.55) |
| PENNSY POWER II, by Staufer and Pennypacker | $15.00 | ($14.25) |
| TRAIN WATCHER'S GUIDE TO CHICAGO | $ 3.15 | ($ 3.00) |
| HEADLIGHTS & MARKERS, by Donovan and Henry | $ 6.95 | ($ 6.60) |
| MEXICAN NARROW GAUGE, by Gerald M. Best | $ 7.50 | ($ 7.15) |
| AMERICAN LOCOMOTIVES, by John H. White | $20.00 | ($19.00) |
| STEAMING UP! (AUTOBIOGRAPHY OF VAUCLAIN) | $ 8.95 | ($ 8.50) |
| HORSESHOE CURVE AND ALTOONA, by Albrecht | $ 4.50 | ($ 4.25) |
| MORRISTOWN & ERIE, by T. T. Taber III | $ 6.95 | ($ 6.60) |
| THE ULSTER & DELAWARE, by G. M. Best | $12.95 | ($12.35) |
| THE COLORADO ROAD, by F. Hol Wagner Jr. | $15.00 | ($14.25) |
| THE SHAY LOCOMOTIVE, by Michael Koch | $19.50 | ($18.55) |
| GHOST RR's OF INDIANA, by Elmer Sulzer | $15.00 | ($14.25) |
| RAILS TO BLUE RIDGE, by H. H. Harwood | $ 4.50 | ($ 4.25) |
| NARROW GAUGE TO REDWOODS, Dickson | $ 8.95 | ($ 8.50) |
| RAILS TO POSSUM TROT, by J. A. Stowe | $ 2.50 | ($ 2.40) |
| SUPER POWER STEAM LOCOS, by R. J. Cook | $ 8.95 | ($ 8.50) |
| RAILROADS OF YOSEMITE VALLEY, H. Johnston | $10.00 | ($ 9.50) |
| SNOWPLOW, by Gerald M. Best | $ 6.00 | ($ 5.70) |
| 20TH CENTURY, by Lucius Beebe | $ 6.95 | ($ 6.60) |
| THE TRAINS WE RODE, Beebe and Clegg, Vol. I | $17.50 | ($16.60) |
| THE TRAINS WE RODE, Beebe-Clegg, Vol. II | $17.50 | ($16.60) |
| THE OVERLAND LIMITED, by Lucius Beebe | $ 5.95 | ($ 5.65) |
| LIFE ON A LOCOMOTIVE, by George Williams | $ 5.95 | ($ 5.65) |
| DELAWARE & HUDSON, by Shaughnessy | $16.50 | ($15.65) |
| GREAT DAYS OF THE CIRCUS, by Freeman Hubbard | $ 5.95 | ($ 5.65) |
| STEAM POWER: C&NW, by Charles T. Knudsen | $10.00 | ($ 9.50) |
| OPEN THROTTLE (rail-fiction stories) | $ 4.95 | ($ 4.70) |
| STEEL RAILS TO VICTORY, by Ron Ziel | $14.95 | ($14.20) |
| GREAT LAKES CAR FERRIES, by George W. Hilton | $ 6.00 | ($ 5.70) |
| THE MA & PA, by George W. Hilton | $ 5.00 | ($ 4.75) |
| THE RUTLAND ROAD, by Shaughnessy | $11.50 | ($10.90) |
| AMTRAK CAR SPOTTER (new edition) | $ 4.95 | ($ 4.70) |
| JANE'S WORLD RAILWAYS | $55.00 | ($52.25) |
| RIGHT-OF-WAY (Abandoned Roads) | $4 .95 | ($ 4.70) |
| SANTA FE'S BIG THREE | $17.95 | ($17.00) |
| AMTRAK CAR SPOTTER, ed. by Bob Wayner | $ 4.95 | ($ 4.70) |

**CP Rail 8400 on turntable at St. Johnsbury, Vt., awaiting Maine Central interchange freight on 95-degree June 21, '73.**
Robert Redden, 113 Munroe, Lynn, Mass. 01901

# THE SWITCH LIST

All ads in this section cost 15¢ a word (minimum 25 words, no maximum wordage), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017.

FRANK PAGANO, 1835 W. 7th St., Brooklyn, N.Y. 11223, buys Erector NYC steam loco kits, unassembled or assembled.

RAILROADIANA auction. Send SSE for listing —John W. Yates, 125 E. Oakland Ave., Oaklyn, N.J. 08107.

RARE BOOKS: South Park Supplement, Colorado Midland, Beebe's Age of Steam, original rotogravure, others. SSE for list prices,—Roy Strothman, 5739 Winthrob Ave., Cincinnati, Ohio 45224.

FOR YOUR CHERISHED PHOTO and railroad memorabilia collections, we offer hand-made albums, designed especially for railfans. These large albums (12x16) are beautifully made of heavy corduroy and leather covering, gold trim, with 50 sturdy filler sheets. Send $1 for details, refundable with order.—Tom's Hobby Aids, 8306 W. 26th, Lakewood, Colo. 80215.

ROGER ARCARA, 1432 Leland Avenue., Bronx, N.Y. 10469, sells reconditioned cameras, sizes 120-620, 116-616, for large oblong negs. Details free.

WILL BUY destination roller signs from Streetcars, subway, interurban, suburban and trolley Coaches. Please give line, condition, and price. —Kenneth Kerr, Box 2512, Raleigh, N.C. 27602.

WANTED: DL&W Railroad and Central Railroad of N.J. passenger timetables from 1918 to 1923, inclusive.—George W. Polhemus, P.O. Box 1048, Pembroke, N.C. 28372.

NORTHERN PACIFIC main line construction history, 1870-1888, in 65-page booklet from early records. $3 two for $5.—L. T. Renz, 1736 Hilbrooke Dr., Walla Walla, Wash. 99362.

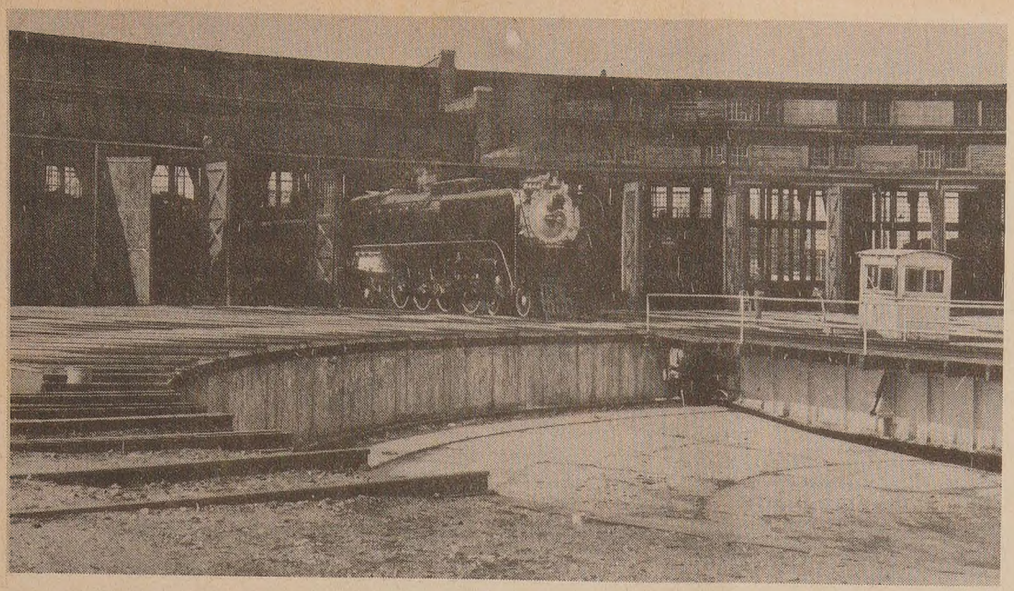
FOR SALE: Complete nationally-known miniature railroad. One sixth full size (2 inch scale) 9-7/16 inch gage. Ruggedly built for hard use and long life. Excellent for research and development. Signals actuated by track circuit using Union Switch & Signal equipment. Can be used for either hobby or profit. Automatic air brakes, one mile of track. 2 diesel type locomotives (2½ and 1½ ton) equipped for M.U. operation or separated, can pull 200 adults. 31 steel underframe cars with fully-sprung, equalized 4- and 6-wheel trucks. New forged steel wheels with hardened treads and Timken bearings. Price $66,500. Catalog with photos and technical information $5. Also many spare parts, tools, patterns, jigs, etc., not shown in catalog available at negotiated price. Subject to prior sale.—Henry E. Becker, Centerville & Southwestern R.R. (Becker Farm), Livingston Ave., Roseland, N.J. 07068.

SOLID METAL N.Y. Central oval and Pennsylvania Railroad keystone heralds for sale. Ten inches across painted background with raised letters, bright metal finish. For each herald send $12 to C. E. Catchpole, Debt. R, 19215 Eldridge Lane, Southfield, Mich. 48076.

COLOR SLIDES, 35mm duplicates. Recent steam and diesel subjects. SSE for description, price.—John Weber, 7556 Rome, Oriskany Rd., Rome, N.Y. 13440.

COLOR ENLARGEMENTS from your slide or negative. 8x10 size $3.98. Additional prints from same negative $1 each. Add $1 for handling and postage.—Lamplighter Color Labs, 433 Castleton Ave., Staten Island, N.Y. 10301.

I WANT anything on the Duluth, Winnipeg & Pacific or its predecessors, like the Duluth Rainy Lake & Winnipeg. Working on book. Also interested in KO&G, MV, OCA&A. Also pre-merger only CB&O, C&S, FW&D, WV. Will buy or trade Burlington lines steam 7 diesel negs., pub. and emp. tts., passes. List completely what you have; and if you desire trade, send SSE.—Jim Seacrest, 2101 Birchwood, North Platte, Neb. 69101.



**Stepping gingerly on to the Cheyenne turntable, UP 8444 gets set for her epic April journey through 6 states with the Expo '74 World's Fair State Flag Special ending at Spokane, Wash. She'll be on static display through October.**
John A. McCourt, 15 Colonial Ave., Marlton, N.J. 08053

WANTED: Litchfield & Madison photos, builders prints, rosters, maps, historical, technical, or any other data, etc.—Dan Cheragott, 3960A Brittany Circle, Bridgeton, Mo., 63044.

PUBLIC TIMETABLE bargains worth $11, only $5; worth $23, only $10; nice variety thru '60's. Clear plastic covers for public tts. only 6¢ each—Tom Coval, 21 E. Ravin Rd., Holland, Pa. 18966.

WANTED for locomotive restoration: oil headlight, lubricator, gages, injectors, oil gage and cab lights, bell, and misc. hardware. Send description and price to Box 142, San Gabriel, Calif. 91776.

DIESEL SLIDES, 1974 catalog and sample for 75¢. Wide variety of locos, from across the U.S., many BN, ATSF, SP, plus shortlines and industrials.—Porreca, Box 22, Boulder, Colo. 80302.

CHICAGO & NORTH WESTERN R.R.: wanted, its historical publications, timetables, annual reports, psgr. train consist records, train booklets, postcard views, maps, folders, rosters, passes, etc.—Alden Miller, 3212 34th Ave. South, Minneapolis, Minn. 55406.

RAILROADS, TROLLEYS, ferries, autos. Since 1953, good slides or photos for sale. Send 48¢ stamps for lists. Specify wants.—Write to 35 slides, Box 6098, Colo. Springs, Colo. 80934.

RAILROAD STOCK certificates catalog plus beautifully engraved certificate $2. Also eager to buy all stock certificates and bonds.—Ken Prag, Box 431-R, Hawthorne, Calif. 90250.

NORTHERN NEW ENGLAND steam, diesel photos for sale: B&M, CV, MEC, RUT, etc. Large SSE for list.—N.E. Rail Service, Box 701, Keene, N.H. 03431.

ORIGINAL NEGATIVES for sale (mostly steam) nice selection of C&S, UP, and many others. If you are not on our active list, send 25¢ and SSE. Also taking orders for our book, "Along an Open Track," $16.50, at new address.—Edward Kochanek, P.O. Box 474, Batavia, Ill. 60510.

POSTER-SIZE REPRINTS! 90 years of Milwaukee Locomotives (17 of them illustrated and described) $1.50. Timetable/maps: Erie 1875; Northern Pacific 1893, $1 each. All postpaid: All for $3. N.Y. residents add sales tax.—Vestal Press, Vestal 22, N.Y. 13850.

PENNSYLVANIA RR. steam locomotives: DL6. 4-4-0, 10 pp. $.50: H6B-H8-H8a, 2-8-0, 24 pp. $1: EL-E5; E7 4-4-2 56 pp. $2.50 postpaid. Limited quantity.—Norman Perrin, 4523 Arabia Ave., Baltimore, Md. 21214.

FOR SALE: hundreds of steam and diesel pictures, prints, and 5x7 size, on approval. Write Mas Miller, Box 365, College Corner, Ohio.

ALBANY-HUDSON RAILROAD, 3rd Rail, 600 volts, 140 pages, 160 pictures, $4.95, hard cover $7.95: International Railway-Niagara Falls High Speed Line, 530 pages, 940 pictures, $9.95, hard cover $12.95. Elmira, Corning & Waverly Traction, hard cover $4.95; Fonda. Johnstown & Gloversville R.R. since 1870, $4.95; Bath & Hammondsport Railroad since 1875, 445 pictures, 228 pictures, $4.95. 3 colored cards 10¢ each, or with book, 25¢.—Bill Gordon, 232 Beresford Rd., Rochester, N.Y. 14610.

WANTED: PRR East-West passenger train consist books (issued by operating dept.) for April 1960, Oct. 1960, April 1961, Oct. 1962, April 1963.—J.H. Stevenson, 6069 W. 54th St., Parma, Ohio 44129.

N.Y. STATE ADIRONDACK AREA railfans will enjoy new hundred-page, soft-cover, 8½x11 plastic-bound pictorial book, Adirondack Vistas. Limited printing of only one thousand copies, includes splendid description of ride from early "Four Track Series" book, and complete N.Y. Central & Hudson River RR., Adirondack Div. employees tt, with rules, tts, map. Also D&H and predecessor lines in area, Paul Smith's RR., St. Lawrence & Adirondack Ausable Chasm, replete with rare postcard views of stations, trains, right-of-way views, maps galore. A must for all Adirondack area railfans. As always, with my books, money back guarantee if you're not fully satisfied. Mailed postpaid. Send only $5 today to Ed Gardner, 22 Garden Ave., Mountain Top, Pa. 18707. When these books are gone, they're gone so be sure you get yours now!

THE SOUTHERN RAILFAN, the newsletter on current Southeastern railroading offers in-depth coverage of train operations on L&N, Southern, Clinchfield, SCL, Chessie System, ICG, N&W, Amtrak, and Auto-Train, plus many smaller southern roads. Many special features including passenger train rider reports, consists, current locomotive rosters and history. Sample 55¢, 10-issue subscription $4.50.—Walt Stringer, 132 Edgewood Rd., Ardmore, Pa. 19003.

ORIGINAL KODACHROME diesel slides, mixed quality, no two alike, 35 for $5.50.—H. Maywald, 3465 Meyer Lane, Seaford, N.Y. 11783.

FIREFIGHTERS' HISTORICAL MUSEUM needs any Fire Department items. Specify condition and price.—Reedy, 2042 North Taylor St., Arlington, Va. 22207.

6500 STEAM PHOTOS from most roads, action, roster, from 1930s to 50s. Also 3,000 diesel photos. SSE for individual lists. Complete steam list 50¢; diesel 25¢.—Joe Quinn, Box 1044, Tillson, N.Y. 12486.

WANTED: ½" scale live steam locos, must be quality-built models.—H. Wollner, 77 Carlyle Court, Carlstadt, N.J. 07072.

FOR SALE: 1 heavyweight parlor car and 1 heavyweight dining car, both cars are suitable for tourist railroad, museum, restaurant, etc. For further information and photos write Cars, 8000 Fontana, Prairie Village, Kan. 66208.

HENRY W. BRUCEKMAN, P.O. Box 1545, Vallejo, Calif. 94590, will sell Trains magazine from Nov. 1957 to early '74, $50 plus shipping costs. Several hundred diesel locomotives negs. SP, AT&SF, WP, UP, BN, CP, mostly 35mm. Send SSE for details.

WANTED: will buy or trade for pictures, slides, information, news clips (copies) of discontinuance, etc., of Great Northern secondary and branch line passenger, mixed trains. Between the 1940's and 1960's and in Minnesota, North and South Dakotas. Also buys other GN items. Need colored photos of GN 900 series steel coaches for modeling purpose; other equipment used.—Robert Larson, P.O. Box 265, Sioux Falls, S.D. 57101.

WILL SELL as collections only, 42 volumes Railroad Model Craftsman, 36 binders, $540.00, 40 volumes Model Railroader, 35 binders, 1934 reprint, 12 issues missing in 1934, 1935, $520. 33 volumes Trains, 28 binders, $445. All in excellent condition.—Gordon Dahlman, 6721 E. 4th Pl., Tulsa, Okla. 74112.

COLLECTIONS: HO brass in original boxes, not run; for less $96.95. Hallmark 109/110 Alco A&B diesel set $75. Westside models $119.95, GN W4-6-2 UP. 4-4-2 $100 each. UP 4-8-4 Gem Reading 2-8-0 Balboa Sp MK5 2-8-2 factory-painted. D&RGW K37, Hon3 2-8-2 K27 compound, $150 each.—Rowland Berry, Eagle Creek, Ore. 97022.

RAILROAD SILVERWARE: sugar bowl and lid has herald of the CB&Q RR., engraved on front "Burlington Route," in a rectangle, $40.00 postpaid. California residents add 5% sales tax. Send $1 for large catalog of railroad silver, china, glassware, etc.—Lillian's Shop, Box 4777, North Hollywood, Calif. 91607.

OLD RADIO PROGRAMS on cassettes or reels. Your favorite shows return. We have thousands of programs to choose from: Amos and Andy, Fred Allen, I love a Mystery, Inner Sanctum, Sherlock Holmes, etc. Send 50¢ to Remember Radio, Inc., Box 2513U, Norman, Okla. 73069 for our catalog.

GERALD CARSON, 11945 Gay Glen, Bridgeton, Mo. 63043, sells duplicate color slides diesel and steam, black & white prints. Sample and catalog 35¢. Buy original steam and early diesel slides and negatives.

FOR SALE: "Historical Railroad Lanterns" book, $6. postpaid. Order from author, A.S. Burkhalter, P.O. Box 41, Winchester, Tenn. 37398.

SETH BRAMSON, 8035 Cecil, Miami Beach, Fla. 33141, buys, trades for anything FEC or predecessors, anything Florida. Buys rail, trolleyana in quantity. Sells selected items, fills want lists.

MARTIN T. HAHN, 139 Richards Ave, Maple Shade, N.J. 08052, sells official PRR system wall maps in full color, size 20x40", at $1.25 each. Also sell official PRR and PRSL block sheets from old Atlantic Division towers from 1940's and 1950's. Send SSE for free list.

ERIE RAILROAD buffs will enjoy "Erie Railroad—A Pictorial Review," 100-pages, 8½x11", softcover, plastic-bound book containing rate old station, train, right-of-way views, postcards, photos, complete 1911 Erie system passenger

timetable with all mainline and branchline service. See "The Michael Fritz" at Honesdale, "The Erie Limited" in the 1930's. No history. No diesels, just good oldtime Erie material from the early 1900's. Limited edition, only one thousand copies printed. Money back guarantee if you're not satisfied. Mailed book rate fourth class mail prepaid. Send $5 per copy today to Ed Gardner, 22 Garden Ave., Mountaintop, Pa. 18707.

RESEARCH PROJECT needs pictures, postcards, descriptions, wherever railroad motif used commercially is; restaurants, hotels, office, etc. or privately, i.e., private car, business car, etc.—William Sprague, 1100 5th and Race Tower, Cincinnati, Ohio 45202.

RAILROADIANA collectors books, Large size, fully illustrated. Railroad Collectibles I (60 pages) $2.95. Railroad Collectibles II (104 pages) $3.95. Railroad Cap Badges (32 pages) $2.95. All material shown is available for sale. Prices are postpaid.—Utberg Publications, Box 420, Edinburg, Texas 78539.

TRACTION MOVIES in regular 8mm, 48 black and white subjects covering 67 companies from coast to coast, and eight color subjects covering 12 companies. SSE for list. All films money back guarantee.—Kaw Films, Box 155, Hays, Kan. 67601.

FOR SALE: railroad emblem watch fobs to colored porcelain, only $2.50 each, over 90 different. Stamp for free list. Also have bolo ties and belt buckles.—Hoover's, 1208 Fruit, Peru, Illinois 61354.

STEAM LOCOMOTIVES: two ¾" scale steam locomotives two-thirds complete. Need boilers. One ½" scale steam locomotive complete except that boiler needs finishing. Work stand included. Photo on request. $1,500.—Jim Robson, Box 504, Apple Valley, Calif. 92307.

WANTED: locomotive whistles. I also buy locomotive builder and number plaques for top dollar.—D.M. Brown, 930 Garfield Ave., Ardsley, Pa. 19038.

DIESELOVERS. Artist offering limited numbered sets of Erie-Lackawanna diesel drawings. Reproduced in sepia on fine 11x14" stock from original pencil drawings. F3; NW2; C424; RS2. $20 set. Eminently suitable for framing.—Andy Romano, 3 Nightingale St., Edison, N.J. 08817.

QUALITY 616 negatives for sale on approval. Also Kodak processed color slides. 99.9% diesel. SSE with first letter please.—Robert Harmen, 1510 Crestmoor Dr., Pueblo, Colo. 81001.

STEPHEN D. MAGUIRE, P.O. Box 51, Belmar, N.J. 07719 will sell to top bidders unused CERA Bulletins 100 (Iowa), 102 (Ind. II)., 104 (Ind. III), 106 (CNSM to Milw.), 17 (CNSM Electroliners), 108 (NE Ohio) 109 (NOT&L), 110 (West Penn.) and 111 (Wisconsin). ●

## Coming Events

(No charge for listing in this section)

Aug. 3: Pioneer Valley Live Steamers full operation program at Southwick, Mass., sponsored by Mass. Bay Railroad Enthusiasts. Contact trip chairman, Box 136, Ward Hill, Mass. 01830.

Aug. 3; steam trip on Toledo, Lake Erie & Western, $10, incl. train and bus trip, lunch. Details from F. G. Dewey, trip chairman, Michigan RR. Club, 19205 Gainsborough Rd., Detroit, Mich. 48223.

Aug. 3-4: Richmond to Keysville, Va., for Keysville summer festival, both days behind Southern steamer 4501. Contact Richard Whiting, Old Dominion Chap., NRHS, 3906 Hanover Ave., Richmond, Va. 23221.

Aug. 10: Rio Granie Zephyr, Denver to Glenwood Springs, Colo. Contact Tom Daniels, Colorado Midland Chap., NRHS, Box 9161, Colorado Springs, Colo. 80909; or Bob Richardson, Colo. RR. Museum, Box 641, Golden, Colo. 80401, or Kenton Forrest, Intermountain Chap., NRHS, Box 5181, Denver, Colo. 80217.

Aug. 16-18: 4th annual Railroad Station Historical Society convention, Chicago; visit area depots. Details from Andrew Koval, 8018 Muskegon Ave., Chicago, Ill. 60617, or Nerbert J. Shaklette, Rte. 5, Box 27, Bunker, Mo. 63629.

Aug. 19-25: Cumbres-Silverton narrow-gage safari, Coast Daylight from San Francisco; ex-Super Chief out of L.A. for Albuquerque: Sept. 15-Oct. 4: Canadian Fall Foliage Adventure, 3 weeks, 11,000 miles, from Vancouver, B.C., across Canada to Maritime Provinces via CNR; return on CP Rail. Write James Weinberger, tour director, Pacific Coast Chap., R&LHS, 2539 Hopkins Ave., Redwood City, Calif. 94062.

Aug. 24-25: Doubleheader steam, 0-4-0 and 0-6-0, on 25th, Kempton to Wanamaker, round trip, first run over S&L Reading branch in 30 years, gas-powered Berksy evening run on 24th. Adults $6, kids $5. Wanamaker, Kempton & Southern R.R., Box 24, Kempton, Pa. 19529.

Aug. 29-Sept. 2: annual NRHS convention, San Francisco, steam and trolley trips, banquet. Details from Box 554, Millbrae, Calif. 94030.

Sept. 1: PCC trip on Toronto Transit lines. Lv. York and Wellington Sts. 12:30 p.m., using ex-Cincinnati car, return 6 p.m. Adults $5, kids $2.50. Ernest Kovacs, 416 Second Ave., Bethlehem, Pa. 18018.

Sept. 1-2: Porter, Shay & Henschel loco trips at La Porte County Steam Historical Society outing, Heston, Ind. Also traction engine parade, threshing demonstrations, country dinners. Contact John Edris, 2940 Mt. Claire way, Michigan City, Ind. 46360.

Sept. 6: annual Canadian Railroad Hist. Assn. convention features trip behind CNR 6060 from Montreal to Ottawa, Napanee, Toronto, one way. Details from CRHA, Box 22, Station B, Montreal, Que. H3b 3J5.

Sept. 7: pageant of trolleys with over 20 vintage cars in operation on 1¼ miles of track; four shows during day. Branford Electric Ry. Assn., East Haven, Conn.

Sept. 8-10: sixth Internat'l Conference on Urban Transp., Pittsburgh. Write Joe Cullinane, 600 Grant St., Pittsburgh, Pa. 15219.

Sept. 14: sixth annual shortline ramble benefiting Morris County Central RR Museum, steam and diesel. Write Fantrip, Dept. R, Box 237, Cedar Grove, N.J. 07009. (SSE)

Sept. 14-15: Memphis to Corinth, Tenn., round trip behind Southern 4501. Write John C. Shields, Memphis Chap., NRHS, 2458 James Rd., Memphis, Tenn. 38127.

Sept. 20-29: Colo. tour, incl. Pike's Peak, narrow-gage lines, Details from Michigan RR. Club, Box 586, Dearborn, Mich. 48121.

Sept. 28: Fall Color Limited, 12-car train, behind 4501, Sheffield to Haleyville, Ala., round trip. Lv. Sheffield 10 a.m., return about 5 p.m. Adults $18.50, kids $5.50. Contact North Alabama Railroad Club, Box 4163, Huntsville, Ala. 35802.

Sept. 28: Toronto to Haliburton, Ont., round trip behind 6060. Details from Upper Canada Ry. Society, Box 122, Terminal A, Toronto, Ont. M5W 1A1.

Oct. 4-6: fall convention, Niagara Frontier Region, NMRA, Barrie Ont. Write Ed Sutherland, RR2, Box 446, Bracebridge, Ont., Canada.

Oct. 5-6: Midrails '74 meeting sponsored by Wisconsin Chap. NRNS; Kettle Morain steam trip tours, banquet with speaker. Contact Tom Hoffman, 227A Main St., Pewaukee, Wis. 53072.

Oct. 11-15: Yellowstone Special, all-Pullman train, sponsored by Pacific RR. Society, Los Angeles to Livingston, Mont., and return. Pacific RR. Society, Box 2274, Mission Viejo, Calif. 92675.

Oct. 12-13: Atlanta to Tocca, Ga., round trip behind 4501. Write C. L. Harkleroad, Atlanta Chap., NRHS, Box 13132, Atlanta, Ga. 30324.

Oct. 13: Niagara Falls to Stratford, Ont., round trip with 6060. Harold J. Ahlstrom, Buffalo Chap., NRHS, 158 Stockbridge Ave., Buffalo, N.Y. 14215.

Oct. 19-20: Chattanooga to Crossville, Tenn., 4501 steam round trip. Paul H. Merriman, Tenn. Valley Chap., NRHS, Box 44, Chattanooga, Tenn. 37401.

Oct. 19-20: Autumn open house on New Hope & Ivyland, unlimited operational rolling stock, doublehead steam trips with ex-CN 1533 and ex-Cliffside 40, buffet in dining car trips to Ivyland, night train trip on Sat. SSE to Richard C. Roden, chairman, 910 W. Cobbs Creek Pkwy., Yeadon, Pa. 19050.

Oct. 26: Birmingham to Montgomery, Ala., round trip behind steamers 722 and 750 via Louisville & Nashville. Write Ralph Honeycutt, Heart of Dixie Chap., NRHS, 2353 Brookline Drive, Birmingham, Ala. 35226. ●

## Pen Pals Wanted

(No charge for listing in this section)

Jim Sheppard, 1044 Fifth Ave. S.E., Rochester, Minn., wants pen pals interested in 35mm slides.

Miss Nerissa Nagno (age 17), 181-K Elizabeth Pond St., Cebu City, Philippines.

James Catmull (age 23), 2243 Westminster Ave., Salt Lake City, Utah 84108, desires female pen pals, preferably Mormons.

Bob Pughalski, 3903 Ridgeland Ave., Royal Oak., Mich., wants to hear from anyone who operates a Lionel or AF standard-gage layout.

John Worsfold, 2 Pauntley Garden, Cotman Rd., Sidmouth, Devonshire, EX10 8SZ, England, welcomes correspondence and all types of rail magazines. Will send comparable British magazines or other items of rail interest.

M. Michael Desbioles, 56 Boulevard Marechal Foch, 38000 Grenoble, France (age 20), has engineering degree; will correspond in English with rail engineering student, trainee, or engineer of similar age.

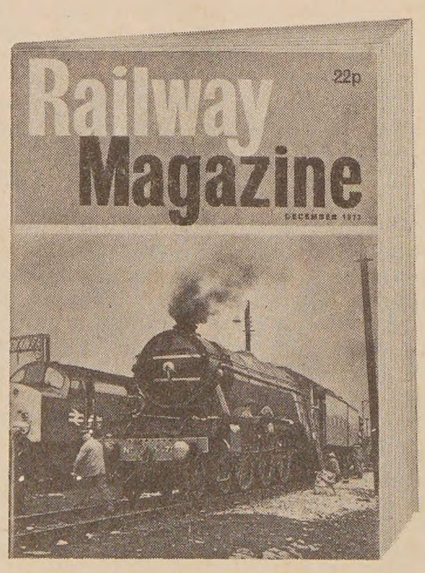
Miss Carolyn Patterson (age 26), Rte. 3, Box 38, Pine Bluff, Ark. 71601, wants to hear from anyone who knew her father, Wm. Patterson, born in El Paso, Texas, lived in Pine Bluff, married Frances Ann Oaks, and moved to Odessa, Texas, his last known address. ●


**For 75 years RAILWAY MAGAZINE has been closely connected with the making of railroad history.**

Published monthly it has a full colour cover and a Panorama section containing up to twelve pages of nostalgic and news pictures with comprehensive descriptions. Each issue carries an article on Locomotive practice and performance; these are authoritative accounts of steam, diesel and electric locomotive performances with illustrations and tabulated data. The contents are carefully balanced with articles on modern and historical railroad subjects —mainly British but including overseas items.

**Subscription post free, $8.50 per year**

**RAILWAY MAGAZINE**
**DORSET HOUSE,**
**STAMFORD STREET,**
**LONDON, S.E.I. ENGLAND**



# There was a Grand American who called his family together on July 4th, 1961.

He'd come from the old country with nothing but his honor, his pride, and an aptitude for hard work.
Now his family included railroad men, teachers, builders, businessmen, truck drivers, scientists, clerks, paperboys and mothers, young and old.
All shared his sense of honor, his sense of pride. All had his aptitude for hard work. All were good, honest Americans.
Schenley was there that Fourth of July, part of the celebration.
It was the best doggone whiskey they could get then. And it still is.
It still has the classic smooth taste of Schenley, the unique honest flavor, the heritage of celebrated good times.
And it's 100% American whiskey, the Grand American Whiskey.

**Schenley**
**The Grand American Whiskey.**

**We've shared some good times together. Let's share a few more.**

Schenley Reserve American Whiskey, A Blend, 86 Proof. © 1974 Schenley Distillers Company, New York, New York.

# All aboard for the great outdoors.

**Wherever you're heading, however you go, Coleman makes it a lot more enjoyable.**

**With all the light, heating and cooking power you ever need. All the shelter, comfort and convenience you'll ever want.**

**Outdoorsmen and campers count on Coleman for quality products. And Coleman delivers. Whatever the need in outdoor equipment, Coleman fills it.**

**Since the turn of the century Coleman has been building an understanding of the outdoors no one can match. That's why Coleman builds outing products no one can match.**

**So climb aboard. Go with Coleman to the heart of . . . wherever you want to be.**

**Coleman®**

**Greatest name in the great outdoors.**

**Lanterns • Stoves • Cat Heaters • Coolers • Jugs • Tents • Sleeping Bags • Propane Appliances • Back Packs**